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1981

A COMBINED LOCATION & DESIGN PUBLIC HEARING

BR 9032(4)

HARPER'S BRIDGE

AT

MISSOULA, MONTANA

MAY 28, 1981

Transcript prepared by:
Department of Highways
Preconstruction Bureau
Helena, MT
For Missoula County
July, 1981

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A Combined location & design public hear



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NOTICE OF A COMBINED HIGHWAY LOCATION AND DESIGN PUBLIC HEARING

A Combined Highway Location and Design Public Hearing will be held in the Target Range School at 4095 South Avenue West in Missoula, Montana on Thursday, May 28, 1981 at 7:30 P.M., relating to the proposed location and major design features of a proposal for replacing the Harper's Bridge, presently located 10 miles northwest of the City of Missoula over the Clark Fork River. Alternate locations will be reviewed.

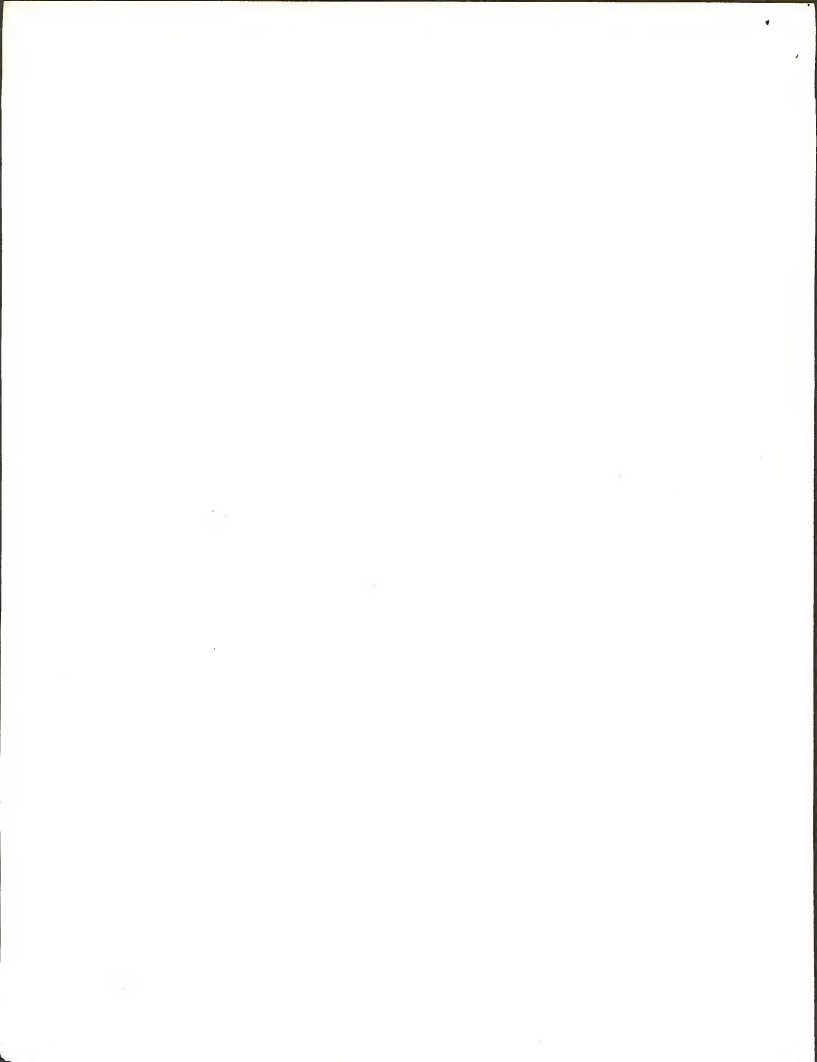
The project will consist of construction of a new 2-lane, 2-way bridge with provisions for pedestrian and bicycle traffic. A new 2-lane, 2-way paved highway will be constructed connecting the bridge with the Big Flat Road (County Route 30) on the west side of the river and with the Mullan Road (F.A.S. 263) on the east side. Drainage facilities, signing and other highway related improvements will be constructed. New right-of-way will be required along most of the project.

A copy of the Environmental Assessment along with maps, drawings and other pertinent information relating to this project will be available for public inspection and copying at the Department of Highways Offices in Missoula and Helena, Montana. Treatment of the encroachment on the floodplain of the Clark Fork River will also be identified. The tentative schedule for right-of-way acquisition and construction as well as relocation assistance will be discussed.

INVITATION IS HEREBY EXTENDED TO ALL INTERESTED PERSONS to attend said Hearing, and if they so desire, submit written briefs or verbal arguments either for or against the project. Written statements will also be accepted for ten (10) days following the Hearing by the Department of Highways Office in Helena, Montana. Dated this 21st day of April, 1981.

Project: BR 9032 (4)
Harper's Bridge

FOR GARY J. WICKS
Director of Highways



The following is a transcript of a Highway Department Public Hearing held in the Target Range School, 4095 South Avenue in Missoula, Montana on Thursday, May 28, 1981 at 7:30 P.M. relating to the proposed location and major design feature of a County Bridge Project to replace the Harper's Bridge presently located 10 miles northwest of Missoula crossing the Clark Fork River.

Basic alternates A, B and C are proposed as well as the "no-build" alternate D.

The Project will consist of a new two-lane, two-way bridge with provisions for pedestrian and bicycle traffic. Paved two-lane, two-way approach will be needed at alternates A and B. On the east to Mullen Road (FAS 263) and on the west to the Big Flat Road (County Rt 30).

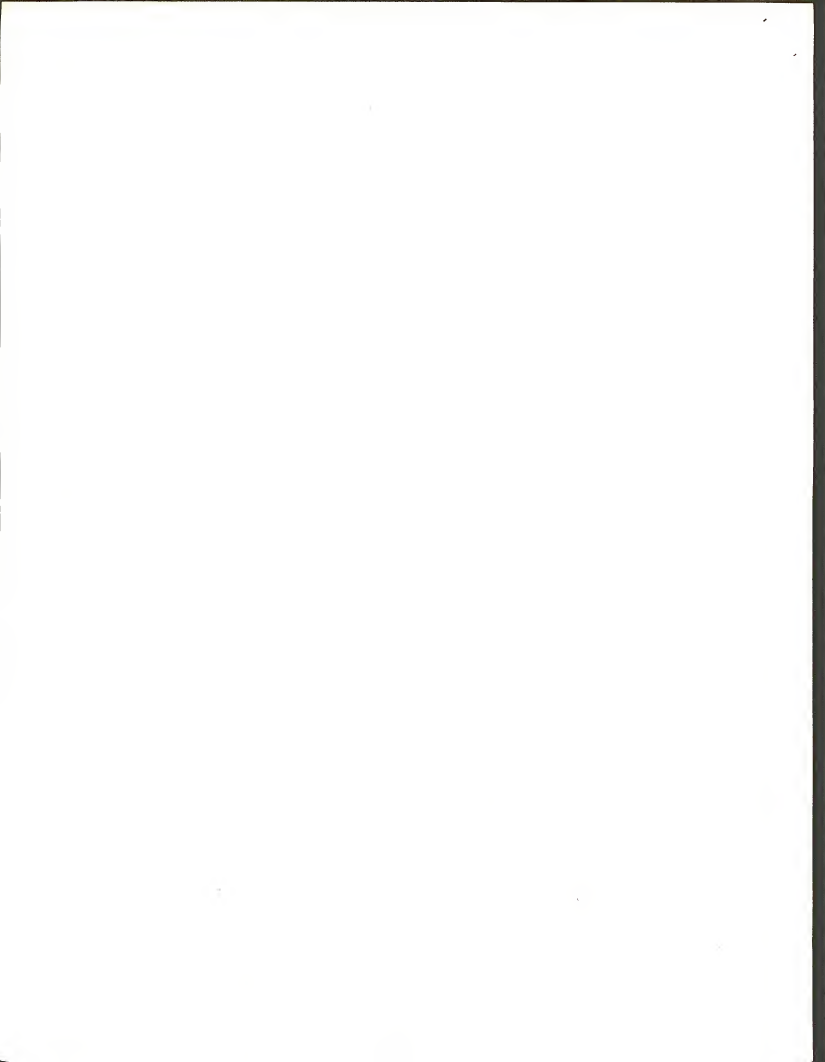
The following Department of Highways personnel attended the hearing:

Jim Weaver, Assistant Supervisor - Division Construction Section
Gordon Larson, Supervisor - Consultant Design Section
Bill Stephenson, Assistant Manager - Public Hearings Unit, Helena
Dan Bartsch, Manager - Public Hearings Unit, Helena

TRANSCRIPT

D. BARTSCH: First of all, my name is Dan Bartsch and I am the Manager of the Public Hearings Unit for the Highway Department. In this case we are here to comply with the Federal regulations to get the public input, and see that a transcript is prepared so that the project will be eligible for the maximum Federal funds that might be available. This is actually a County project, Missoula County hired the engineering firm of Morrison-Maierle to design the project. This Public Hearing is one of the processes during design and during the study period, to gain as much public input as possible, to get the local people's feelings as far as the project and the alternates and choices at an early enough stage. This way changes could be made or choices can be made without a great deal of cost going down the drain on engineering when one of the alternates is thrown out. So, we are in the early design period and we don't have a lot of detailed information as far as exact width of right-of-way, grades and the exact values.

This is also a combined Hearing, we are trying to conduct the one Public Hearing to comply with both the discussion of the location and also we will have enough of the design proposed to be able to discuss the width of the road, the surface that is being proposed, possibly some of the general drainage problems. They will apply to whichever alternate is chosen. The bridge structure itself is proposed to be financed with bridge replacement funds. This is a Federal fund that is allocated to the State of Montana, it comes into the Highway Department for administration and then it is allocated out as existing bridges that qualify for replacement can be designed. There isn't any real priority, in other words a bridge down somewhere in the State isn't priority number one, and this is two, then down the line. It is being handled by getting all of the details worked

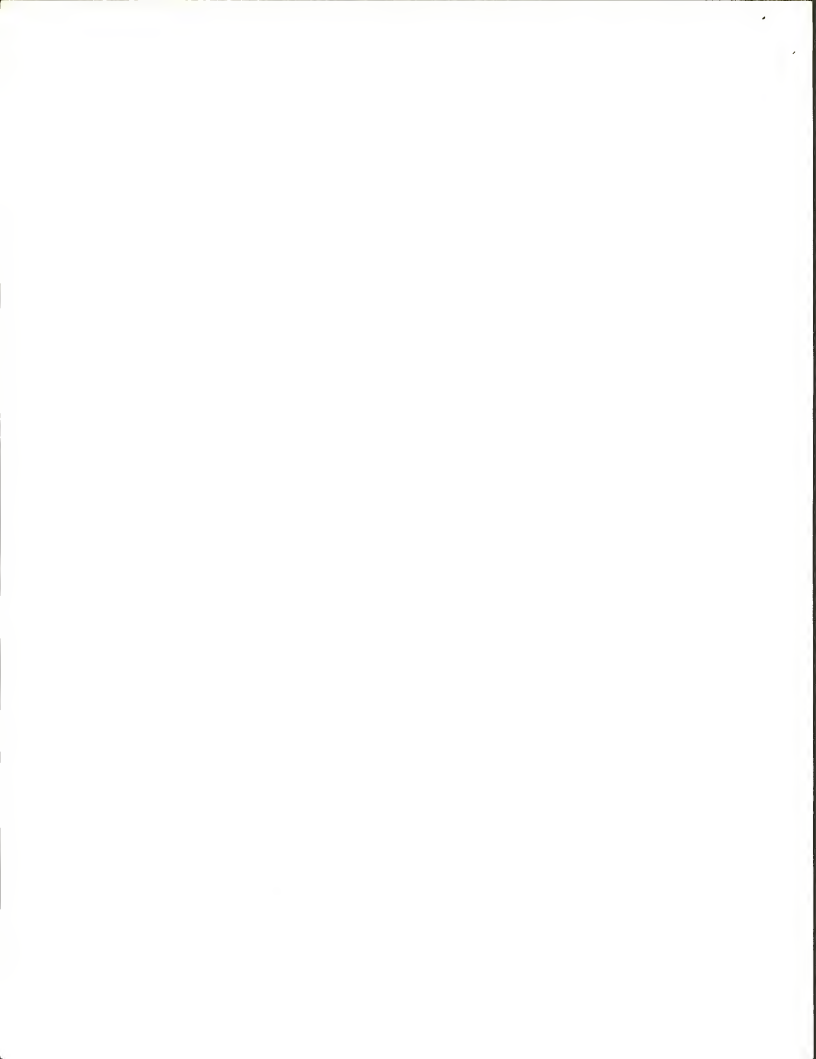


out as far as the design, the public involvement, the environmental studies, when that is complete they will submit that bridge and say, "we have determined that it is eligible and we are now applying for the money." If the money is in the pot and hasn't been earmarked or they anticipate the money will come in the next year or two years, then it will be placed on a letting list. So, we don't have a real letting date to give you at this time.

As I mentioned, it is a consultant-design job, Morrison-Maierle engineering firm whose home office is in Helena is doing the work. Walt Scott here, is the Manager of the project and Brad Peterson is the Design Engineer, who is actually doing a lot of the drawing up of the plans. They also have engaged Paul Garrett, he is from Econ, Inc. and he did the wildlife and the ecology studies. Most of you probably know Dick Colvill, who is the County Surveyor and through his office and his operation they are coordinating getting the job moving. I guess, that is all the people that I have to introduce.

Now, as far as the Hearing is concerned, I will try to run it the same way as I do a regular highway project. I find that I am going to be responsible for giving a rundown of the basic right-of-way process. I will just give you an idea of what the procedure will be once a set of right-of-way plans are approved. The landowners involved, will have some idea of what steps will be followed during the right-of-way phase. I will have Dick Colvill go first and give us a little rundown of the history of the job, since that is also a vital part of getting you acquainted with where we are on the project. Then the last part, I will have Brad go over the engineering and explain what has been done to date. Then we will open it up for questions. If we didn't clarify something, make sure that you keep it in mind and ask about it because we will have a question and answer period. We are also taping all of the comments because we prepare a transcript, so when that time comes, we will be having you use the microphones so that we make sure we pick up all the comments. If anybody leaves early, we have a couple of sign-up books over there for anyone who spoke, we would like to have your name and address. If you didn't speak but you wish a copy of the transcript, we would also like to have your name, so keep that in mind if it gets a little lengthy and some of you want to leave earlier. Dick, if you would go over a little of the history of it first and then we will get into the right-of-way and engineering steps afterwards?

D. COLVILL: Well, I am going to take advantage of my first shot here not only to give you a little history but to give you what amounts at this stage, to my opinion at the end. Incidentally, what I am reading is a letter that I have written to the Highway Department that will be bound up in the Hearing minutes. So, if you don't want to copy down the facts and figures that I am about to quote you, but are still interested in it, it will be bound up in the Hearing and there is also a few copies here.

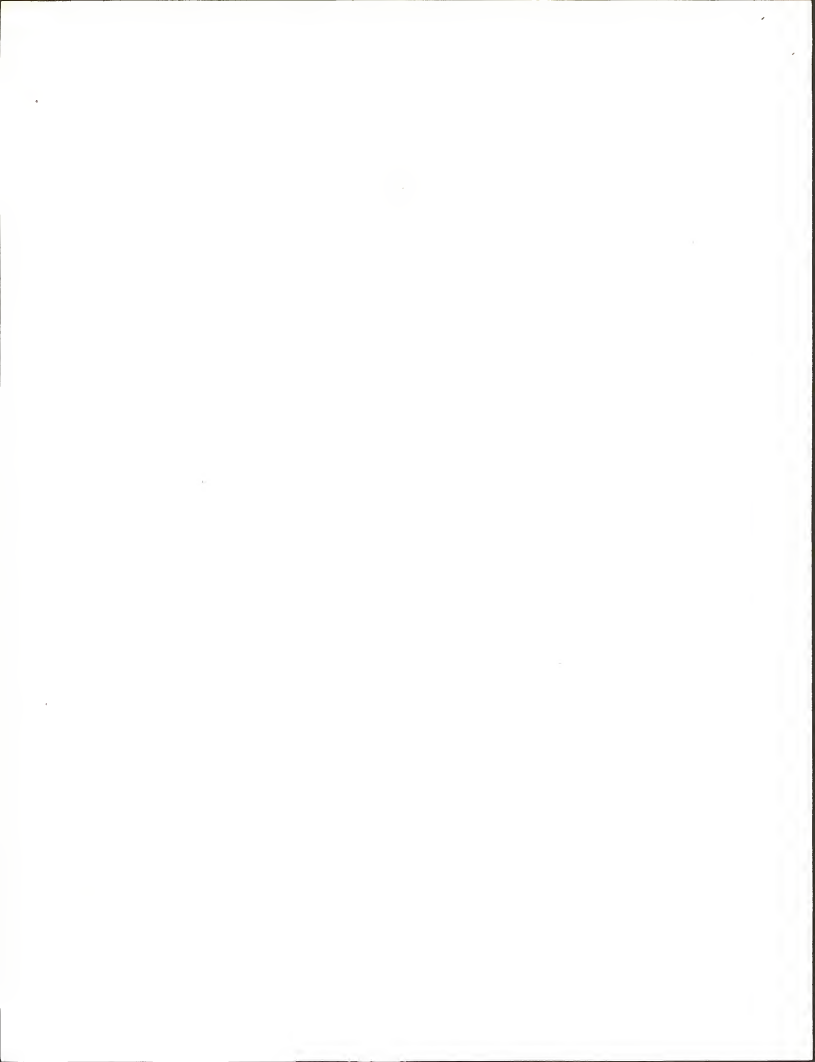


Missoula County's problems with Harper's Bridge began on May 13, 1957, when the Anaconda Company deeded the bridge to the County for \$1 and other valuable considerations. The bridge became of serious concern ten years later and a condition study was completed in 1968. On January 11, 1971 the County Commissioners for some reason, I wasn't here at the time, passed a resolution closing the bridge. This was subsequently rescinded on March 13, 1971, the County Commissioners passed a second resolution closing the bridge for sixty days to study the cost and feasibility of repairing the bridge for light traffic and to determine the cost and feasibility of an alternate bridge at various points up the river. This was the beginning of the relocation studies that have now been going on for ten years. The fact that the existing bridge is unsafe, structurally deteriorated and in danger of washing away is well documented. In January of 1968, a report on the bridge by Lyerla, Peden, consulting engineers, stated that the bridge should be replaced and considered to have no significant life expectancy. The bridge should be considered unsafe for traffic until the center spans and all curbs are reinforced.

In May, 1975 a report by Morrison-Maierle, Inc., consulting engineers stated, "make plans to replace the structure within a period of ten years". In September, 1977 a follow-up report by Morrison-Maierle stated, recognizing that a significant improvement in the components of the structure were made in 1975 by the County, it appears that the structure can be continued to be utilized for the next several years. And, then in December of 1979, the Montana State Highway Department commissioned an inspection of all, what we call off-systems bridges, was done for the Highway Department in Missoula by the firm of Stensatter and Druyvestein, and their conclusion was, while the bridge is structurally adequate to support light loads, our recommendation is that the bridge be closed to traffic. They went on to state that their reasons for closing were for safety reasons predominantly.

The safety problem was vividly demonstrated on November 16, 1978 when a vehicle with a mother and four small children slid on the wet running planks, jumped the wheel rails and landed on a sand bar in the middle of the river, and it is just lucky that she landed on a sand bar, thankfully nobody was killed or injured seriously. There is a well documented engineering opinion that the existing bridge must be closed or replaced before someone is seriously injured or the structure washes away in high water. The lawsuit damages against the County for a serious accident could probably exceed the cost of replacing the bridge. And, if there is such a thing brought, it will be the taxpayers that will have to bear the cost.

The study for a replacement bridge site began 1971 back at the beginning when the Commissioners started it. At that time the rough study indicated two sites, A and B, approximately where we are today with the A and B sites. Although they had a much longer road at that time, they both connected to Deschamps

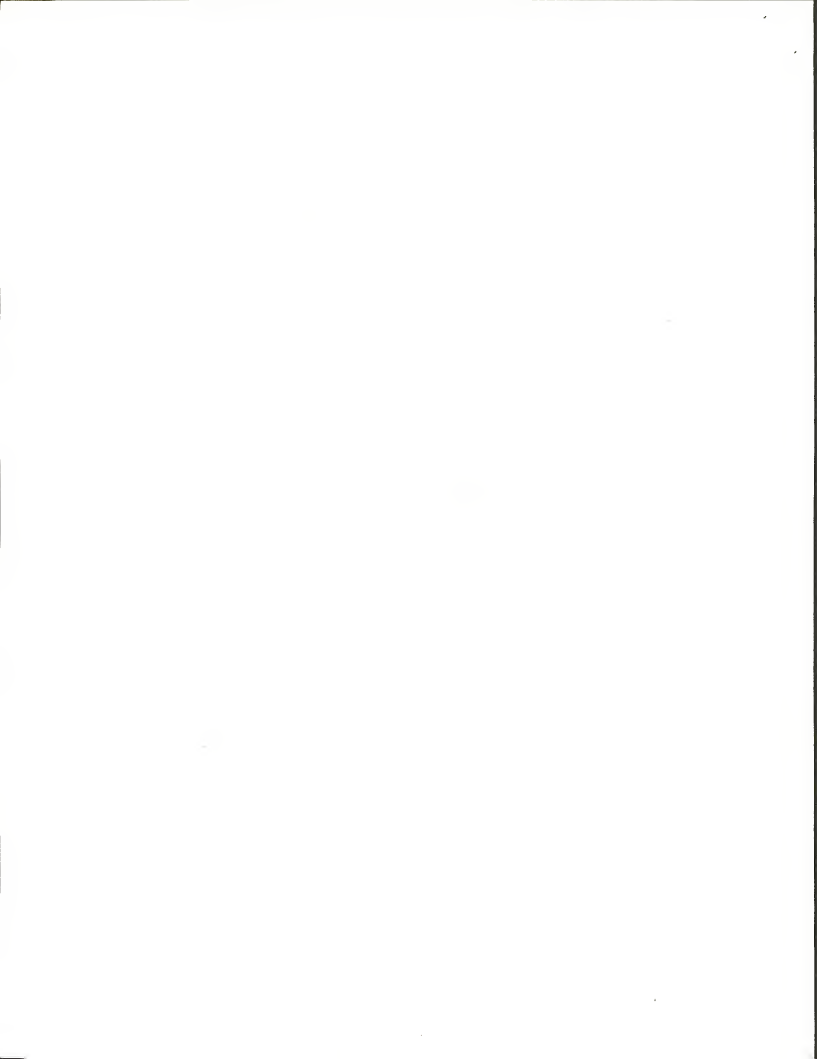


Lane. Then, in 1977 the Stensatter and Druyvestein study, which was again contracted by the County, was completed and a public meeting was held on May 18, 1977 in the Courthouse and the study selected the A, the B and the C alternates. Alternate C being to replace at the existing site. These three alternates are the basis of the current studies. The County Commissioners took no action in that '77 hearing, but in 1979 they selected Alternate A as the desirable bridge site and directed a further study at this location. In January of 1980 a contract was signed with Morrison-Maierle, Consulting Engineers, to do an in-depth study of alternate A. As this study developed, it became apparent that Alternate B should also be studied to make a valid comparison. A second contract was signed with Morrison-Maierle in October of 1980 for Alternate B.

A contract was also signed in August 1980 with Lowell Meyers, a qualified Right-of-Way Appraiser, to produce preliminary right-of-way costs. Now, these are not appraisals but they are right-of-way costs to use in the cost estimates. The two Morrison-Maierle reports, along with the appraisal report and some supporting design by the County has been combined into this report that you will receive tonight. Alternate C, replace the existing bridge at the existing site, has not been studied in the same depth of Alternate A and B. This was at County direction, we concluded when we started this, that Alternate C was not a viable site because of the construction costs.

In the 1977 bridge location study, Alternate C was estimated to cost 22½% more than the next lowest cost bridge site. The '77 study did not investigate the road or right-of-way costs associated with Alternate C. For comparison purposes at tonight's meeting, my department in the County has developed a rough estimate for Alternate C. This estimate is based on a road system and a bridge comparable to Alternate A and B, in other words a paved connection from the paved Big Flat Road to the paved Mullan Road. This involved updating and paving 3.2 miles of gravel road on the Big Flat side and upgrading 1.6 miles of the existing paved road on the Mullan Road side. Also included are the right-of-way costs, primarily for about .2 of a mile to the existing road at the Big Flat connection where there is private right-of-way. Based on past cooperation that we have with Champion and with the State land board, we haven't included any costs for right-of-way through their land, other than some administrative costs. So our estimate for Alternate C is as follows, the bridge -\$1,562,000, 3.2 miles of Big Flat Road -\$1,895,000, 1.6 miles of the connection to Mullan Road -\$539,000 and right-of-way -\$40,000, the grand total that we came up with was \$4,036,000 for Alternate C to replace the bridge at the existing site.

In summary Alternate C would cost \$1.5 million dollars more than Alternate A and B, and would not serve the public as well because of the added miles required to travel to and from the Big Flat to Missoula. 1.4 million of the added cost would be borne by Missoula County taxpayers, for this reason I do not



consider Alternate C a viable option. But, my opinion of course, is my opinion and you are certainly welcome to express yours. With that I will give it back to Dan.

D. BARTSCH:

Thank you, Dick. To comply with Federal requirements for the bridge replacement funds, I do have to advise you very briefly of the basic right-of-way steps and the fact that there is a relocation program available on any of these Federally funded projects. In this case, the right-of-way program is anticipated at this time to be handled by the County. They will comply with the County and the State statutes for purchasing right-of-way for public use. Dick advised me that they use a value commission process to determine property value that they will offer the landowner. In this case there does not appear to be any relocation, however, should there be any persons actual displaced because of the right-of-way purchase, there is also assistance programs. We like to advise you that there is such a program on projects such as this and these payments would be made in addition to any right-of-way or any improvements that were purchased. The payment would be to assist in finding a replacement house, moving costs, any incidental additional costs such as, a change in your financial agreement, the interest rate differential to be covered by that. The relocation is available of course, to all persons regardless of race, creed and color and national origin, that also is part of that requirement.

I think now, Brad are you ready? He'll go into the basic engineering that has been done so far and try to describe a little bit of what is proposed and then we will get into the questions to find out some of the details that you may want to talk about and we will try to address them as we can?

B. PETERSON:

Thanks Dan. I would like to begin by first explaining the four different alternatives that we are talking about. Alternate A begins at the Big Flat Road just north of the Bruce Dailey property, it follows the property lines fairly closely to the river and it crosses the river and then crosses the Kona Ranch. It connects with Mullan Road about a quarter mile northwest of the El Mar Estate subdivision. It would require a bridge of approximately 570' and the total project length would be 1.6 miles including roadway and bridge.

Alternate B begins also at the Big Flat Road just north of Johanna Drive and Melody Lane, at this 90 degree bend in the Big Flat Road, it goes to the east along an existing access road and then turns northwest across the river and across the Steiger property and connects with the Mullan Road. This is about a $\frac{1}{2}$ mile northwest of the entrance to the Kona Ranch. The bridge length required at this location would be 660' and the total project length would be 1.2 miles including the bridge and the roadway.

And then, as Dick mentioned, Alternate C is the construction of the bridge at the existing Harper's Bridge site. Alternate D would be the "no-action" alternate.

Now, I would like to tell you a little bit about the possible impacts that we studied and that we encountered during our study. These are the impacts that might result from construction of, particularly Alternates A and B, since they are on new alignments.

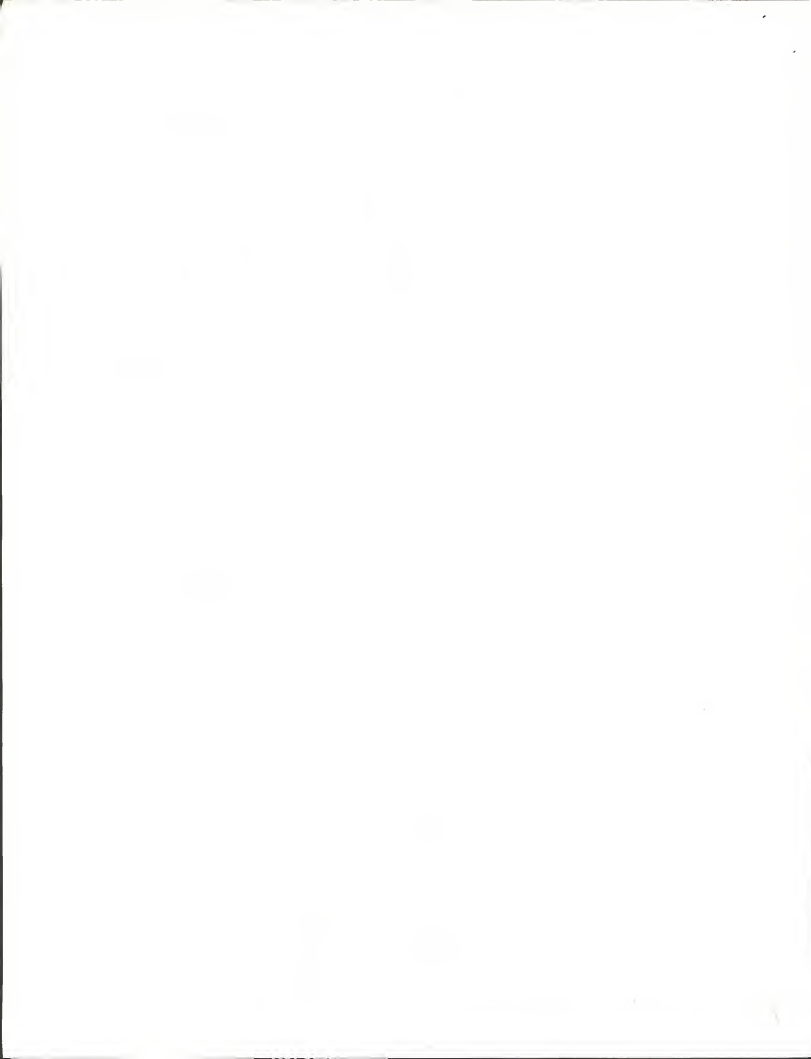
Some of the social and economic impacts should be minimal, there are no schools, churches, businesses or recreational areas near either Alternative A or B. There are no ethnic or minority groups that would be affected by the project. There is no access control proposed, so there should be no division of land or division of specific areas other than what I will mention later on. The project may, since it would provide better access to the area, may promote development in the area which normally follows when access is improved.

The visual impacts: we have two drawings here that show a little bit about what the alternates will look like at the bridge site, this is Alternate B, and that is Alternate A. Alternate B is fairly low where it crosses the river and should not have a significant visual impact. Alternate A may have a slightly greater impact because it crosses a ridge on the northeast side of the river and there is a fairly large cut approximately 50' high. The cut is approximately 24' from the top of that ridge and the fill at the bank of the river is 45-50' high, so that would cause some visual impact there on Alternate A. Those impacts can be mitigated by proper slope design and slope rounding and seeding to restore the cuts and fills to their natural setting.

Traffic on each alternate; Alternates A and B, the traffic is estimated to be 4,000 vehicles per day in the year 2000; for Alternate C the traffic was estimated to be 1,700 vehicles per day and for Alternate D, the no-action alternate, the traffic on that alternate is estimated to be 1,300 per day. So, as you can see the traffic at the existing site would be a little less than half, what it would be if Alternates A or B were constructed.

We investigated air quality on the project, it could possibly be affected during construction. With proper dust control measures, watering and proper construction practices, they could mitigate or eliminate the dust pollution. The dust or other air pollution should not be significant after construction because of the relatively low amounts of traffic. The area is within the Missoula Air Quality Maintenance Area but it is not within a nonattainment area. The projects would be in accordance with the State implementation plan for air quality because the approach roads would be paved as required by the plan.

Water quality also has the potential of being affected during construction but again with proper construction practices and care and the proper procedures, it should be minimal. After construction, when the erosion control measures are in place, there should be no water quality impacts. We investigated the



noise resulting from both Alternate A and B. They are quiet areas at the time, there is very little traffic on the roads in the area and of course, increasing traffic in the area would increase noise. While it is above the existing levels it would not be above normally rates for an urban area or for a residential area.

We investigated the flood hazards associated with the projects and during that investigation, that is how we determined the necessary lengths of the bridges. As I said, Alternate A would be 570', Alternate B would require a 660' bridge and Alternate C if constructed in the existing location, would require a 700' bridge. These bridge lengths will allow the 100 year flood to pass under the bridge without increasing the water surface elevation more than six inches and without creating excessive velocities in the river channel. The floodplain boundaries are shown on each photograph and as you can see the bridges encroach on the floodplain.

Both alternates are consistant with the land use planning in the area, parts of each alternate are zoned for residential with one residence per five acres and other parts are zoned one residence per one acre, there is no conflict with zoning with either alternate.

Historical, cultural and archaeological impacts have been looked at. The existing bridge, according to the State Historic Preservation Officer, is not eligible for the National Historic Record. There are no known historical or archeological sites that would be affected by the project. After an alternate is selected however, a further investigation by professionals in the field should be conducted to determine if there are any sites in that area and if there are sites then the proper mitigation measures should be taken to eliminate or mitigate the effects.

I have mentioned some of the impacts that would result from construction. Some of the others are since Alternate A and B are on entirely new alignment, they would not affect the traffic on a public road, there would be no road closures required. There would be some special provisions for entrance to the area by landowners and residents during construction. Borrow sites would be located as near the project as possible and would be existing borrow sites if possible, so that new land would not have to be opened. Construction on irrigation facilities in the area, would be done during the off-season when irrigation water is not required and they would be coordinated with irrigation companies.

As Dan mentioned, there should be no relocations of homes or businesses required along any of the alternates. Both alternates will be designed in accordance with recommended and current safety standards, wide curves and proper roadway widths will be used to insure driver's safety. Alternate A includes a 5% grade on the bridge so safety may be a problem with that but it

is well within design standards and should not be a significant problem. And as Dick mentioned before, the existing bridge is unsafe and the approach roads are narrow with sharp curves.

Agriculture and irrigation may be affected by both alternates A and B. Alternate B passes through a field of approximately 25 acres, it would bisect that field which would affect the irrigation. The same with Alternate A, it passes through an existing field of approximately 75 acres, which is sprinkler irrigated and the alternate would affect that irrigation system. Both alternates would affect these fields by decreasing the efficiency of the irrigation system and making uneven shaped parcels, and perhaps making farming less desirable and promoting other uses.

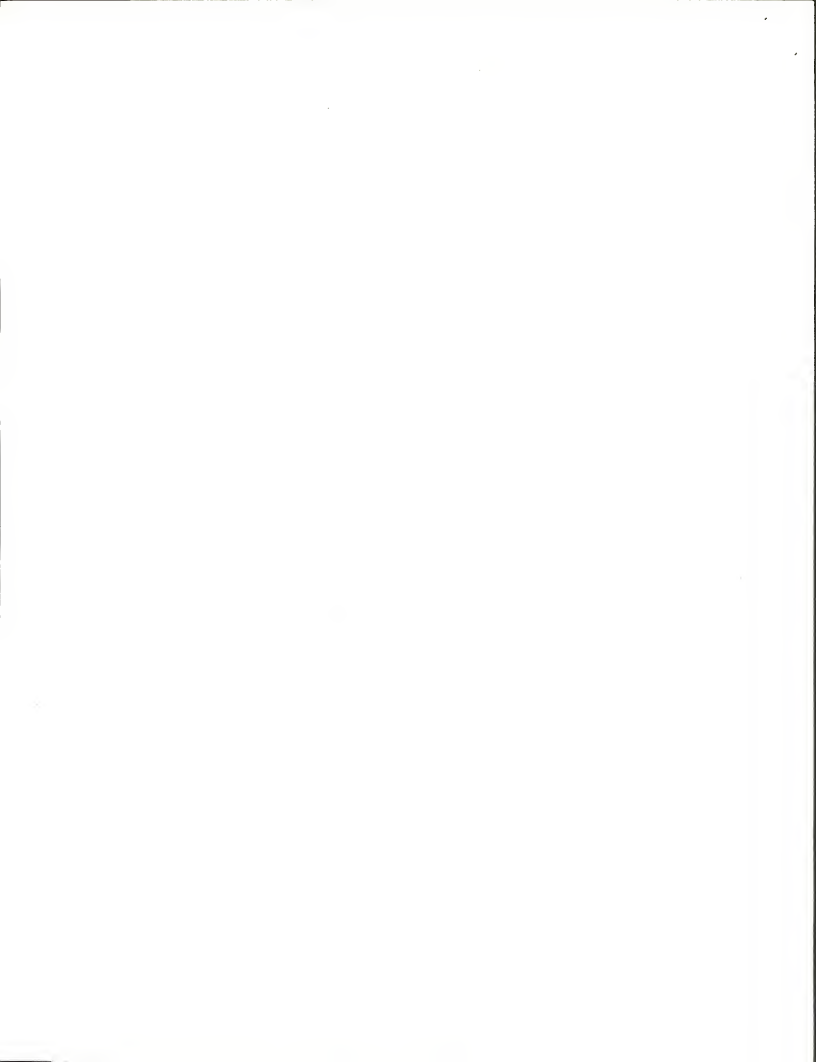
A report was prepared by a professional geologist of the suitability of each site for a bridge foundation. No significant problems or differences between either alternate were encountered. After an alternate is selected a complete foundation investigation will be done.

The construction costs for Alternate A, including both the bridge and the roadway is estimated to be \$2,547,000; for the roadway and bridge on Alternate B, the construction costs is estimated to be \$2,152,000. Dick mentioned that Alternate C would be significantly more than those two alternates and of course, construction costs for Alternate D would be zero.

I would like to turn five or ten minutes time over now to Paul Garrett, he did some of the wildlife and fisheries investigation for the project. Paul was with Econ, Inc. of Helena at the time of this study, they acted as a subcontractor on this project. He has a Masters Degree in ecology and has experience with environmental assessments of this type, I will give Paul five or ten minutes at this time.

P. GARRETT: You will excuse me if I use my notes quite a bit for this. My purpose for the project was to assess the potential impacts of the right-of-way and bridge construction on wildlife, fisheries and vegetational resources in the immediate area around the proposed corridors for Alternates A and B. Because of the proximity of the two corridors I would like to discuss the general area first and then view the preferred alternate road of these resources.

The fieldwork on wildlife observation and vegetational typing was done on the 2nd and 3rd of June, 1980. During that time, I performed a ground inventory of the wildlife and vegetational resources of the area. Again on the 8th of November I performed a ground inventory and made an aerial observation flight from Kelly Island to the existing Harper's Bridge site. Vegetation typing was done from black and white 9 x 9 photos, and the vegetation types delineated, were transferred onto a large scale base map. The results of my inventory are presented in the Environmental Impact Assessment as Appendix A and I am sure that is available to everybody that wants to read it. I also



conducted interviews with the Department of Fish, Wildlife and Parks, the offices both here in Missoula and in Helena and I discussed the project with the wildlife biologist for the Montana Department of Highways.

As a result of my wildlife observations, I observed a minimum of 27 species, including both game and nongame species, deer, Hungarian Partridge, a number of song birds and several species of raptors. I also observed one immature Bald Eagle on the 8th of November during the aerial observation flight. However, I did not find any evidence of eagle nests or osprey nests in the area from Kelly Island to the existing Harper's Bridge site.

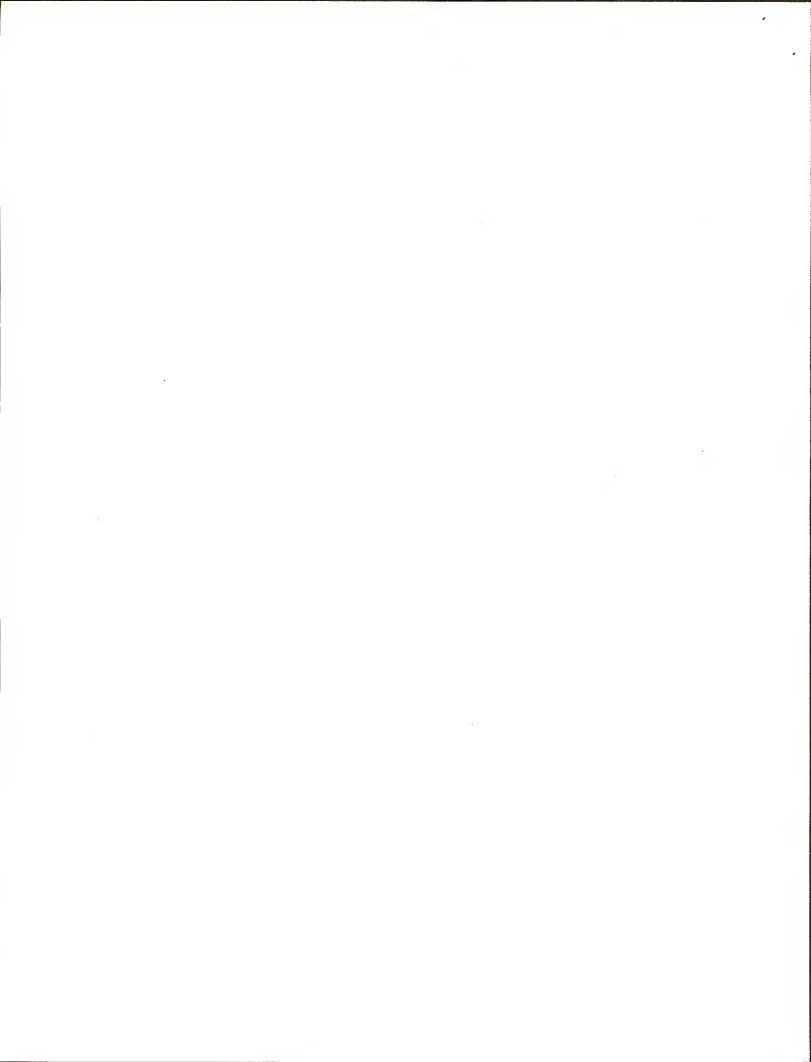
Vegetational observations, which are obvious to any of you living in the area, indicate that the land use is changing from primarily agricultural or raptorian-type habitats into a suburban residential siteland use pattern. The aquatic resources of the area, which were also inventoried and discussed with Agency personnel are limited to the Clark Fork River. My discussions with people in the agencies indicate that there are no particularly unique or fragile features in the River, which would be affected differentially bad, by the selection of either Alternates A or B. As a result, the impacts on fisheries would be nil to a minimum.

The impacts of the project can be classified as primary impacts; these would be the loss of wildlife habitat, avoidance reactions of wildlife and increased mortality of wildlife would be the road kills. Secondary impacts would be associated with land use changes such as commercial or residential construction and intensified recreational-agricultural use of the area. The wildlife species most affected would likely be the large game species such as deer or perhaps fur bearing species like fox, or species with a larger home range which require a larger habitat complex to successfully survive.

The effects on bird species would be variable. Likely the species complex would change, but it is unlikely that the diversity in general would decrease. To the best of my knowledge I have been able to detect no significant impacts by either alternate on rare and endangered species, either animals, birds or plants. The preferred alternate relative to wildlife considerations between Alternates A and B would be Alternate B, due to the decrease length of new roadway construction or new roadbed construction. However, it is my opinion and it seems to be the opinion or the general indication I get from Agency personnel that wildlife and fisheries considerations are not an overriding factor in the choice of alternates. That is all I have.

D. BARTSCH:

I think they touched on all the things that we are supposed to, at least the items that having been studied. As one of them mentioned, if you didn't get an environmental assessment, they were distributed quite extensively but I know we do have some available tonight. If we run out of those and somebody needs one, let me know and we can mail you one.



Basically, that is all we would like to present. We touched on a lot of the studies that were done up to this time and now is the time that we get the input from the people, and that is why we are here. I wasn't advised that anyone had any written statements or any prepared statements or if you represent organizations in which a group has discussed the project and has expressed some opinions, but those types of things are welcome and we want to hear from you. One gentleman indicated here that he does have a statement. The other thing about it is, written statements, if you could turn them into me afterwards, we will also attach those to the transcript. Written statements can be submitted after the Hearing for as much as a couple of weeks and they will still be assured of being attached to the transcript and become part of it. So, I think the gentleman here is ready with a prepared statement, yes sir, what was your name first?

F. KRIEGER: Fritz Krieger.

D. BARTSCH: Thank you.

F. KRIEGER: This is a position statement on behalf of the citizens of Somerset Terrace, which is the area adjacent to Alternate A. We, the residents of Somerset Terrace listed below, wish to make the following statement relative to the proposed road and bridge construction connecting the Big Flat road to the Mullan road.

We are strongly opposed to the construction of a road and bridge at Alternate A, so designated by the Morrison-Maierle, Inc. Environmental Assessment prepared for Missoula County. We do so for the following reasons:

1. Alternate A would be more expensive. We believe even more so than the study indicated.
2. Alternate A would affect 75 acres of choice farmland as opposed to 25 acres affected at Alternate B.
3. The bridge at Alternate A would have a 5% grade, which would be dangerous when covered with snow or ice. The bridge at Alternate B would have no grade.
4. Alternate A would split the Kona Ranch into two parcels of land making it impossible to operate as an economical unit.
5. According to the Morrison-Maierle Study, page 38, they point out that the N.E. abutment footings of a bridge would probably rest on bedrock. The remainder of the footing would rest on valley fill. This differential settling of the abutments and pier footings would create a problem. They also state that in case of an earthquake, which is quite possible within the service period of the bridge, the seismic wave motion thus generated would have a more destructive effect on bridge structure resting on bedrock than that resting on valley fill.



6. The loss of intrinsic value and thus economic value would be greater at Alternate A than at any other site on the Big Flat.

We realize that no one would voluntarily choose to have a highway and a bridge in their backyard, and we realize the difficulty in making a decision such as the Commissioners would have to make, but we feel that for the aforementioned reasons, Alternate A is not the most desired location. We also feel that a third alternate, which hasn't been discussed here, Alternate B-1 perhaps would be desirable, more desirable than either of the other two alternates and I think that Alternate B-1 will be discussed later.

D. BARTSCH: Okay, fine. If that is the case, we will just leave it that way without trying to identify that. One of the other things that I failed to point out, a lot of the statements such as this one here, which is an expression of their opinion, we will just take for the record and we will pretty much be unable to address it in any way because it would be something that will have to be review before any decision can be made. So, maybe in a lot of cases we will just be taking your statement and not be able to respond to it. Thank you. Does someone else have some comments or may be some questions too, to get clarified a little bit? That lady right there please?

P. HAAGLUND: My name is Peggy Haaglund, my husband and I own 13 acres south of Alternate B. Wayne and I have lived on the Big Flat for 16 years, we are opposed to the bridge being there. I would choose Alternate C, of course, because it would keep the Big Flat the way it was when we moved out there and the way I think we would like it to be for ourselves and our children. I have one question, it looks to me like Alternate B is located in the floodplain, I wonder what it is going to do to my property when you raise the level of the river 6" each year? Our land has been ripped by the R.E.A. and the Telephone Company in '75 because of the washing action at their H-frames that come across the river there. Is there any protection that is given a landowner, when you put in a bridge like that to prevent the washing? Okay, question two, well, I am going to say here that the water does flow right across where I think you would have your, whatever they are called going up?

D. BARTSCH: Approach.

P. HAAGLUND: Approach, right. Is there someway that the water gets through there? It was flowing, Kathy Sturgis has pictures, it was flowing through just the other day where evidently your approaches would be?

Are we protected in any way from people? If you put a bridge there, how do they protect property owners to prevent another McClay's Bridge or another Harper's Bridge, where people are roaming all over the property that is right next to it? I have these two questions.

- D. BARTSCH: Brad, do you want to address how this study came out as far as it's effect of the 6" or less rise in the floodplain area? If it becomes inundated during high water? I did see the pictures and I presume it is were water that was over in this floodplain area on the west side. Do you want to comment on that? I will comment a little bit on the second question.
- B. PETERSON: As Dan mentioned before, we are in the preliminary engineering phase, we used the existing cross section and the existing data that is available in this area. It is preliminary and we have done the best that we can, using the Corps of Engineer computer plans, which simulate the flow through the area and, as I said, we estimated it to be less than 6". I think on Alternate B it is approximately .4 feet, a little less than 6". Before our bridge is designed and constructed, more cross sections would be taken and more data gathered to substantiate what we have. At this preliminary stage we also have not looked at the entire backwater area, which would be effected by that .4 feet rise. So, I guess in answer to your question, we feel like we have done the best we can with the data we have and there may be other things that come up in the future that we are not aware of, but we think we have a pretty accurate estimate of what the water will do.
- D. BARTSCH: The study anticipates that, even in this short period of time of inundation during high water, as it rises just an inch or so it begins to flow faster and gets under the bridge and it would not rise more than 6". The other thing, before this were ever built and at the point where a good final design were presented, either the engineering firm, or the County, or the State will have to apply for a permit to go across this floodplain. There would be another great detailed study to be sure that there wouldn't be any serious effect on that property upstream. If there is, it they turn down that permit, they would have to come back and either extend the bridge or provide some more relief for those emergency situation or some other means to prevent any damage.
- As far as protecting the properties, Dick, you are going to have to correct me if I am wrong, I was going to answer this as a highway project. We normally will fence both sides of our secondary and primary highways to the abutting owners requirements or needs and most of the time that helps. Of course, on most bridge approaches if there is any fill, there will be some guardrail on both sides and of course, railing on the bridge to also help prevent cars from going off and from people coming on at random. Dick, is this proposed to be fenced the full length too?
- D. COLVILL: I guess I could tell you that we will control the access on the bridge just like we do on McClay's Bridge, which you know.... (Laughter) which you know is utterly worthless. At the moment there is no river access envisioned at either bridge site. There is no turnouts, parking places or any of these things envisioned. You look at the architectural concept, you will



see, especially on Alternate A, it would be very, very difficult to get to the river from there. There has been no requests to have river access, we have purposely not gone into it just because we knew it would upset anybody that happened to live down there, so, at the moment there are no access plans. If some real vandal jumps out of his car and jumps over the edge of the bridge or something like that, is the only way. There would be no public parking there either.

D. BARTSCH: Someone else have some questions or comments, or support or objections? A gentleman right here?

L. WADE: My name is Larry Wade, I live out on the Big Flat also. When I heard about the assessment paper it was very difficult for me to understand it because I haven't read it. But, we are talking about splitting land and my point is, not to argue one of these places A or B, but if I am going to split land it really doesn't matter whether the highway takes off 25 acres or they split 75 acres, the highway splits a lot of acreage all over the State of Montana. And to say, split this guys over here at 25 because it is not going to hurt him near as bad as it is over here at 75, is an invalid argument, that is just not true. I mean, the guy is going to have problems whether he has 25 acres or 75.

Another thing that the paper mentioned that Alternate B would be the least expensive, according to your figures that is true, but according to what you just finished saying it is a possibility that the floodplain would cause problems with that and that would increase the cost of B, perhaps even more than A. The third thing, and I think I misunderstood this, because I don't think they meant this if they did, that the intrinsic and economic value would be less to the property owners at Alternate B than it would be at Alternate A. And, I am not sure that is what they said but that is what I think they said, and if it is, you know, I mean, I don't have a property line on there but if I did I'd feel that my property is as valuable as yours, so you know, I find that hard to believe and a hard thing to accept. Well, that is all I have to say, thank you.

D. BARTSCH: As I recall Brad's comment regarding the value effect and visual effect, I think was based primarily on B having a lower profile and probably a lower fill, and less cut coming to it which would have less effect on the adjacent properties than A. Now, that is not to say that B has none and A has all, but I think it is granted that both will certainly have some effect on those landowners. Of course, any time you disturb a piece of ground somebody is going to be affected and feel the loss, one way or the other. I think that is how that was intended to come out. Look at it that way I guess is all I can say. Other than that, I guess I can't address any particular response except take that into the record. A gentleman over here?

B. MILLER: Yes, I am Bud Miller and I am wondering, why is there any need for either bridge for one thing and then what is the plan to handle the traffic? You have your roads that run out here to

an end, what is the plan to handle the traffic after you get away from there? Now, I live up here on South Avenue and has there been any study made what the impact on the increase in traffic is going to be by this school and on South Avenue or out the other way on Mullan Road? Where is it going to go from Mullan Road, both of them end there and there doesn't seem to be any plan to handle the traffic from there on and the statement was made that the traffic was going to approximately double on either bridge. Correct me if I am wrong, on either side of A or B, either one, it would increase or double over what is on the Harper's Bridge at the present time?

D. BARTSCH: Before I have Brad try to address that, you were saying that they end, what roads?

B. MILLER: Your road off of each end of the bridge ends over on the Big Flat Road and then it ends on Mullan Road. What is the plan to handle the traffic from there on? Are you going to maintain the same road or are they going to have to take off on Mullan Road, or the Big Flat Road? Is there a plan to handle the traffic after it gets that far?

D. BARTSCH: I guess at this time, Dick? Do you foresee that the traffic will then disperse up or down either Big Flat on that end or Mullan on the other end? On the Mullan Road side at either one of these terminus of these two alternates onto Mullan Road, the Highway Department of course, has a project in the planning process now, of improvement to Mullan Road all the way into Reserve. Now, that of course, would help handle the traffic that is coming off of either one of these alternates so I guess there is a plan in the mill to help or improve that road on that side. The other side, I guess it is anticipated that just the present circumstance for the time being anyway.

B. MILLER: Well, is there a plan down the road somewhere to make this a bypass and run the traffic through on the south side of the river to 93?

D. BARTSCH: I don't know anything about any discussion or review of a bypass, Dick? Is that in this particular picture?

D. COLVILL: Well, there is what you read in there called the Western Bypass. The Western Bypass being a concept that has been suggested, but it has never gone beyond the suggestion point. It was in the 1967 transportation plan, it is being considered in the update of the transportation plan, but that is all, it is just a concept. There is no firm plans I am sure by the Highway Department, they have never said that. There is no firm plans by the County, it is just a concept that may come into being sometime and you will see it as a concept in these transportation plans.

D. BARTSCH: Right now, this study for the project and the projected traffic counts through 2000 or approximately twenty-year span is the normal traffic count projection and it is to serve the areas on either end and in the area. Brad do you want to make any additional comment there?

B. PETERSON: I would just like to make one comment on why we did project the traffic to be twice as much on Alternates A and B as on these alternates. Basically the reason is that Alternates A and B are in a more populated area and we feel that they have better roads to them and fit the existing travel patterns better and that is why we have more than twice the traffic. We are not saying that Alternates A and B will increase the traffic other than on those particular alignments.

D. BARTSCH: Yes, the studied opinion is that it is not going to draw traffic from some far distant places and increase that count. It would be used more by the people living here now, they would be able to get across if they so desired to go south, people on the south who would have any desire to go this way, would be able to do so more easily across this facility. The one at the far end, of course, would be less accessible to the people in the area. At this point, that is the way that it was envisioned, there wasn't anything studied beyond this immediate area. I guess that is all I can tell you. Maybe we can look at it based on your comment. You had another comment?

J. STURGIS: I am Jack Sturgis. I own the land on the west side of the river at Alternate B. I would like to make a comment concerning the bridge and the flood. This area here at this point right now, is flooded from where the flag is, which is approximately this indentation clear through this entire drainage. Here are some 8 x 10 glossy photos showing that floodway, it is approximately four feet deep, I am guessing now at thirty feet wide. I am no engineer, but it seems to me that if you dam up this area and cause a backup of 6", that that may not be a valid statement. I am not sure about that, I am no engineer but it seems to me logical. So, if that is the case and the State says that you cannot dam up this floodplain then that will add significantly to the cost of this bridge.

My house is this house, it is fifty feet from the edge of the roadway. According to the figures prepared in this report, I would like to make a comment on the noise level. It says "Noise Impacts: based on the projected traffic volumes and design conditions the following noise levels are predicted for Alternates A and B; a distance of 80 feet, the level is 69 decibels". On the other page it says "Category 2, which includes residential areas, schools, churches, libraries, hospitals and so forth" it says that the acceptable level is "70 decibels within 70 feet of the roadway". Having measured out on this blueprint, my house falls here, it is fifty feet from the edge of the roadway, the decibel level would have to be higher than 70 decibels therefore, I believe that, if the bridge were to go in at Alternate B that I have grounds for condemnation on my property. Having had it evaluated by several real estate agents at \$130,000 and if you add to that displacement costs, which we discussed earlier, I believe that that adds significantly to the cost of the bridge at Alternate B. I guess my point is, that I don't believe that the figures that are being presented here tonight are valid. They may be within the ball park but I think there is a slide \$200,000 maybe \$400,000 either way.



I would also like to make the point as per this report, it says and I quote "Minimum clearance under the bridge at Alternate B ranges from 13' during normal river flow to 2' during the 100 year flood. Clearance may be a problem at Alternate B during flood." It goes on to say further that "there may be debris catching under the bridge if it comes up to the 2' level." Having discussed with the engineer before the meeting, he said that perhaps 2' is a bit small and may be we should raise the bridge to 4', I contend that if you raise the bridge to 4' you would have to raise the abutments on the bridge to commensurate with that raise, that adds to the cost of the bridge again, which further supports the point that I do not believe that these figures are accurate and if the decision is going to be based on an economic impact to the County, perhaps the whole lot more studies ought to be run before this is done. Also, I would like to make a comment to the person over here who did the study on the birds, that yes, there is an osprey nest on my land. Could I speak later if I am so moved?

- D. BARTSCH: Yes, you don't get just one shot at this. If something comes to your mind later, don't feel that you are going to get cut off. We will just have to take that as your testimony and your additional information that we can review. Brad, do you want to make a particular comment regarding clarifying anything?
- B. PETERSON: I do have a couple of comments to clarify what Mr. Sturgis said. First of all, I appreciate his comments on the floodplain because as I mentioned before, it is preliminary data and we have done the best we can with what we have and we have used the same criteria for all three alternates, A, B and C. And we appreciate his comments on that and we will certainly look at it. The other comment on the 50' versus the 80', I think the plans that you had there, were early preliminary plans and we have a final preliminary set of plans on the table. We did recognize that problem there and we have moved the alignment so it is at least 80' from your home, which is close, but better.
- D. BARTSCH: That is another thing that discussion brings out, within some limits, none of these alternates are buried in concrete right at those exact points. If it can be moved up a little bit or down a little bit to compensate or to avoid some problems such as this, at this point it certainly can be done. So, we can take another look at it. The other thing that I have to remember to do, periodically, people come up and say right over here and right over there, that is hard to find, in a transcript. You referred to your house as being right there, so for my transcript records, your house is on the downstream side of the alignment as shown on B and on the west side, just above the floodplain line. I had a fellow up here a couple of times and I kept cutting him off, have you got the mike?
- J. WASHBURN: My name is John Washburn, I live out on the Big Flat and one thing that I was wondering, if you couldn't just look onto extending these roads a little bit further on the Mullan side all the way to the abandoned Milwaukee line and make that a

main road between, say Missoula and Frenchtown. That would alleviate the traffic problem, it would alleviate all the curves on the Mullan Road right now, no matter which one of these alternates, if you took either one of them. If you went in on the Milwaukee line then that would make a much faster way to get either direction off the end of the bridge.

D. BARTSCH:

I guess I can acknowledge that comment a little bit. The fact is, in our review of the Mullan Road project, that same idea has been brought up and has been reviewed. I guess it would certainly solve that kind of problem, if we had the money to do it. We are stopped from building a through way along the Milwaukee at least for the foreseeable future. That is the way it was explained to me on our Mullan Road project. That would certainly be a fine idea if we could do it. This lady over here?

K. KAIN:

My name is Kay Kain, I don't live in this area, I live up in Grant Creek, but I have been following these proceedings. I guess my comments are of a general nature and they are as much directed at you as the people here. As a parent, one of my favorite plays is what I call the "two bib theory", where you hold up two bibs and you say to your children "Which bib do you want to put on?" Now, you have not asked, do you want a bib, therefore force them to choose either A or B, presuming that only A or B are the choices. I feel that you are being offered the "two bib theory" here, it is pitting some of you against others, it is forcing you to make choices about what is going to happen to your area and I would hope that you would pull together and possibly take a look at C or D, or maybe E, or F or G. There have been a number of things that have been presented here, a number of reasons why. A and B both have problems involved with them. C which is the current site of the bridge, avoids a number of these problems, the main problem with C as I understand is money. And as we have seen here in the things that have already stated, the cost of the bridge at A or B is a good guess. It is a good guess based on suppositions made by the gentleman standing in front of you, which I would ask you to question. There is a fundamental theory in this country that if you aren't somehow or the other at fault, that therefore the value of whatever you are asking for is lowered, however, if you are not at fault the courts have been fairly generous. The people who are about to lose value based on where this bridge is put are not at fault, I mean their only fault if there is fault, is that they chose a nice place to live, they have worked very hard to get it into good shape, to make it something that they could be proud of and now you are being asked to choose which one of them, to put it bluntly, is going to get screwed. I would like for you to look at C, the access on C is determined, I mean that is there, that is a known fact, the people who moved in there knew what C was like and once again, I would also say that the cost, the basis on which they are looking at cost, is based on certain premise which we have seen are perhaps not accurate. We also have the example of the Reserve Street bridge, which I would hope is fairly recent in



your memory, in that the Reserve Street bridge got built and they couldn't hook it up to either bank, it got held up in court for a good long time and in the meantime, the cost of putting in the access, the cost of building the bridge, all the costs involved in that bridge went up astronomically. Those same things could happen here, at which point C might be and might have been the cheapest place to put it. These are all things that I would like for you to be thinking about.

The other thing that I think needs to be considered and once again, I am not from this area, is if a bridge needs to be put in. Does it need to be put in for you? Or does it need to be put in for the County? If it needs to be put in for the County then shouldn't perhaps the County bear a commensurate part of that burden, should that burden fall on you people? I don't think so, I don't think the people on either side, either access to that bridge ought to be put in the position shouldering a major portion of that burden. I don't think they ought to be looking at a disruption of their lives, I don't think they ought to be looking at having to relocate, I think these are unfair presumptions by the people who have made these decisions. The Bonneville Power Administration is doing the same kind of thing a little closer to my home, they are talking about putting power lines through my area, I could be looking at a major loss in the value of my house. I know what it is like to face condemnation, it is not that far from me and this is the kind of thing that brings out absolute rage and frustration in all of us. I understand your feelings and I feel for all of you, I see people who look at A as the only way of saving themselves if they live at B, and B is the only way of saving themselves if they live at A. But, there is a third alternate and I would hope that some of you would push for it, and would push for a re-evaluation because I think we have seen here tonight that there are some major dislocations that are going to take place in your neighborhoods, where you live. Thank you.

D. BARTSCH: Thank you. A gentleman right here?

P. PRAMENKO: I would like to make a comment, my name is Paul Pramenko, I am the President of the Target Range Homeowners Association, and our Homeowners Association takes in the entire school district of Target Range. And I am glad to see so many people here tonight from Big Flat that haven't paid their ten bucks yet, but we will get you yet, and if you want to leave \$10 on your way out the door....

D. BARTSCH: I don't allow commercials.

P. PRAMENKO: No commercials, that is what you think. I wish that more of you people would have come to our general meeting earlier. I should have put this on the agenda and we could have had all of Big Flat join that night. The Homeowners Association consists of some officers and directors of some very dedicated and good, well meaning people and this particular topic has in fact, in this case, had split the citizens of the Homeowners Association



in the Big Flat area as you can see, right down the middle. We had previously received a study from two of our directors that represent the Big Flat area and they had taken a poll in that area and a certain percent were in favor of B and a certain percent were in favor of A, nobody said they were in favor of C. For the benefit of the Commissioners who are here, a 100% are against a bypass. That is why we built Reserve Street I think.

The aesthetic value of living in a semi-rural atmosphere is the purpose of forming the Target Range Homeowners Association, so that the people that live out in this area can enjoy the semi or rural atmosphere or they wouldn't have built out here. The question that I personally have for you gentlemen that have come here from the State and for Dick Colvill and the County Commissioners, why do you have to build a bridge at all? Is it something that has to be done? Have we been told by the Congress or the State, or the President or somebody that there has to be a bridge. Now, Dick has assured me that President Reagan has not taken bridge replacement money out of the Federal funds, but really I think that this topic must be hashed over again. The citizenry out here and perhaps maybe another site looked at, or may be no site at all. I would like to have more comment from the people in Big Flat, because I want to know how you feel because I was prepared to make a statement in favor of one side or the other, but I don't think we have enough input as a Homeowners Association to go one way or the other. That is going to disappoint both sides of the faction tonight, but I can't honestly, as President of that organization take a stand on either site. Would it be improper for me to just ask these people here tonight, how many of you are in favor of B, just raise your hand? How many are in favor of B? Would that be unfair to do that?

D. BARTSCH: You might, as a group want to consider indicating one way or the other a little later in the meeting. We should probably give some more people a chance to maybe ask questions, to clarify some things, to formulate an idea if they don't have one.

P. PRAMENKO: Yes. Would you please address my question though, as was asked earlier. Why do we have to take these two sites as the only choices? I realize there has been a lot of studying, engineering done on them, but why do we have to choose these two sites or is there another alternate?

D. BARTSCH: I guess I will have to ask Dick to review the other meetings, the other input that he has had at this point that narrowed it down. I am sure that there were umpteen alternates that were able to be looked at to start with. Dick? Could you elaborate a little, or fill us in on what transpired to get us down to the two? I guess that would be the closest I can think of, that would be the answer?



D. COLVILL: Well, of course, the obvious thing that I want to point out is that there is not two alternates being considered tonight, there is four, A, B, C and D. So, don't forget C and D as some people already suggested.

MAN: Say Dick, because it has been mentioned, why don't you point out Alternate B1. It has been considered but not addressed directly here?

D. COLVILL: During the study there was a variation of Alternate B studied. It came straight down the Kona Ranch Road and hooked over here, connected to Mullan Road. This is entirely a possible variation, the only reason we didn't present it tonight is we felt, it was a change, it cost about \$180,000, in our preliminary studies, more than this alignment. It is certainly something that could be considered. It wouldn't affect the west side but it would affect this east connection. As far as I know and based on three engineering firms that have studied the location of Harper's Bridge, starting back in 1971, these four alternates are the only viable ones. I really quite frankly think we would be wasting taxpayers money to search for a fifth alternate someplace. We have searched three times with three engineering firms to the tune of some \$58,000 and come up with these four alternates. My personal opinion is that they are the best and I don't think there is any unseen site that we haven't thought about at this point.

D. BARTSCH: Dick just made a reference to that Alternate B1 and I am sure that they could take that under consideration by the basis of the testimony that has been made on it, and he indicated this cost deferential again. I guess maybe I should point out something that Brad kind of implied, these cost figures that we are using to compare one with the other, were pretty much all on the same basis. So, if there is an error in one, there should be a similar error to some extent in the others, with maybe some exceptions. The inclusion of particular house, if you have a hundred thousand dollar item that wasn't in there before on that alternate and would be in here, it would sure make a difference, yes. Certainly, you could get into a structural extension there also. I think that the Reserve Street experience played a big part in the study of whether that floodplain could be encroached on or not, based on the ramifications of Reserve Street.

I guess in kind of, defense of the Highway Department. On the Reserve Street job, when that main structure was built, we had an approval to go ahead with that design of the entire job. After that bridge was built, the approval was revoked and put us back to square one. If we had been put back there before that main structure was built, we certainly wouldn't have had the black eye that you people have given us for that job because we wouldn't have started it.

So, we learned something from that and I am sure that the engineering firms have learned something from it in trying to

make these determinations and make studies that were as viable as possible.

We are not as directly involved in this, except to hopefully comply with the money requirements. Let's see, there are a couple of people over here that we haven't heard from, this lady over here?

- P. WADE: I would like to speak on two issues, this is Phyllis Wade. The reason, when we took our poll in the Big Flat we did not mention C or D, was because we were told personally by Dick Colvill that they were not going to be considered, that there was going to be a bridge. He felt that Harper's Bridge would be closed and we needed another bridge. He would not even consider having the bridge built where Harper's is right now. Now, we did talk to the Commissioners and we did talk to Colvill and that is why, when our poll was sent around we didn't mention that, we figured we had no choice. It was when this little booklet came out we learned that yes, they were now going to throw in C and D. Now, I personally would not care if there was another bridge built and I wouldn't care if Harper's fell into the river. But, I am not the only one who lives out there, I know people do have to get across to the other side. I do think that if you would actually take a poll now of the Big Flat people, they would prefer it where Harper's is now. Something else I want to bring up, if you build it in B, there is no way, five years down the road when traffic increases, you are not going to want to build a road from the end of B right through Hidden Heights and onto the hill. They will also have to build it a big road and where Hidden Heights, is they will want to widen that road. Even where A is, they will also have to widen that road where Hidden Heights is. You people that live in Hidden Heights, I just hate to think what your road is going to look like when they widen that, like a highway. And I know, I think the County should be more informed that five years down the road, if not sooner, they are going to have to pay for a new road in the Big Flat and I don't think the Big Flat people want it.
- D. BARTSCH: One question, where is this Hidden Heights, where approximately is it located?
- P. WADE: Where A comes out, then it will come up the hill towards town, it is on the hill.
- D. BARTSCH: This is on the Big Flat side?
- P. WADE: Yes.
- D. BARTSCH: So it is generally southerly of the structure up this hill, okay, thank you.
- Y. CLEVISH: My name is Yvette Clevish, I live at one of the three addresses better known as 1250 Big Flat. I personally feel like Phyllis, that if people knew that there was another alternate possible,

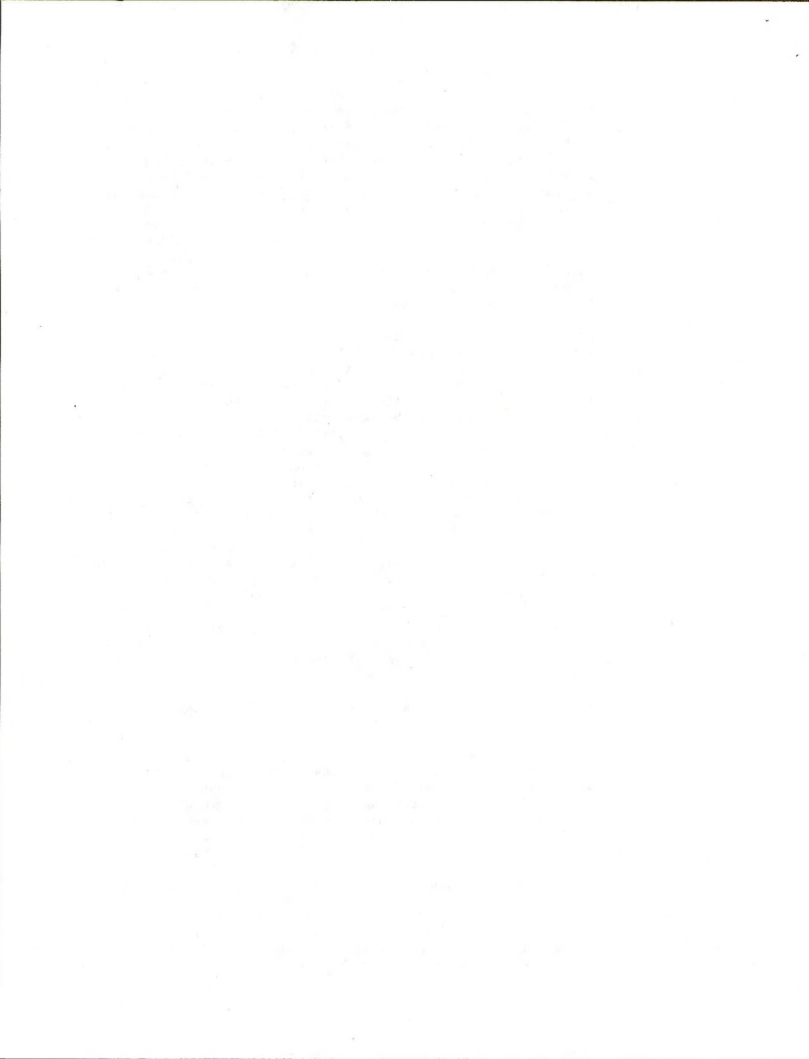


you know, if the old Harper's Bridge was a possibility, that they would have signed their name on that line. I don't see why we need more traffic in the Big Flat area, right now a lot of people like to drive out there on a Sunday afternoon and the reason they like to drive out there is because it is pretty. They can drive slowly, they can enjoy the birds and the cows and the horses, and it is just a beautiful place. Of course, that is why the people moved out there. I don't know why we have to have a road to get more traffic, I don't know why we have to have a bridge to make the traffic faster. I don't see what the benefit is unless, in the long run, there is a plan to extend that road onto 93 and make what you referred to as the 93 bypass, which then of course, would destroy the rest of Big Flat Road. It just doesn't make any sense.

We own some property on the East coast and what is so beautiful about it back there and I would leave in a minute if this bridge were to be built, is that the area that it is in, is all small, little country roads. People can drive around slowly, it is pretty, the roads aren't real wide so that the bushes and stuff grow up close to the sides and people can enjoy it. You talk about a lady and her kids falling off there, slipping off there, the old Harper's Bridge but again, if you put the new bridge in and there is more traffic on Big Flat Road and of course, you know what it will encourage, truck traffic, logging trucks, grain trucks, any kind of trucks, chip trucks. When they have a few accidents up on the Hidden Heights part of the road, that road will have to be straightened for sure and that act is going to affect a lot of people. I don't think that Big Flat wants the extra noise. I don't think Big Flat people want the extra traffic and I don't think anybody in Big Flat wants their property values destroyed. I personally feel that there should be no bridge, but if there is a bridge built, it should be where the present one is. The old bridge, crummy old bridge hasn't fallen in yet as many times as it has been condemned and that should be a good sign right there, that is a good place to build a new bridge.

D. BARTSCH: Thank you. Excuse me, a gentleman over here indicated that he would like to make a comment?

M. LIEBENGOUTH: I am Marty Liebengouth, I live out in Big Flat also. I have been involved in some conversations on this since about 1973 with some of the former County Commissioners, not with the present County Commissioners though. I have some questions, you made some statements this evening that you said that the traffic in that area would not appreciably increase. I believe the alternate plan here is the pick-up at Route 93 and ultimately finish off at the "Y". I think that is the master plan, do you folks know that? Now if the traffic is not going to appreciably increase I would wonder what those chip trucks will do, coming up from the valley, or any other traffic heading out towards Spokane. If they can save twenty minutes to a half hour coming across there, will that not increase our traffic? You indicated that it would not. I seriously doubt your comment.



Now, I wonder if you have ever been on one of the school buses out there, yes sir, you want something exciting? We all have kids who ride the school buses, the most exciting thing to do is to drive behind a school bus when the logging trucks are going through there, and the school bus has to pass at twenty below zero with a foot of snow on the ground and it has not been plowed, it is exciting. Now, I believe one of the former County Commissioners told me that the bridge would be put in and there is no intent at this particular point to build a road, to improve the road. That might be ten or fifteen years down the road. I wonder how many of us know how much tax dollars this County has already spent on this project, unbeknownst to us. It started about 1971 I think it was indicated this evening. I think you and I would be most upset if we had any idea what our tax bill has been on this project so far.

I came in late, but at the last meeting when Dick was here, I raised the question that the Highway Department was or was not involved in this and the comment up until this very evening, that I am under the understanding that the Highway Department of Montana has nothing in their foreseeable budget for this project. Now, I was just advised, you represent the Highway Department, is this correct? When did the Highway Department get involved in this? It has to be within the past thirty days.

D. BARTSCH: Do you want me to comment on that now?

M. LIEBENGOUTH: No. All of a sudden the Highway Department jumping in, we are about to create another monster like the Reserve Street and that monster is yet to be corrected, I would suggest that we get that monster corrected before we even think of creating another one, that is all I have.

D. BARTSCH: Brad reported the future projection based on known traffic counts. I tried to restate what he had stated about the increase in traffic, I hope didn't make any statement that there wouldn't be any increase.

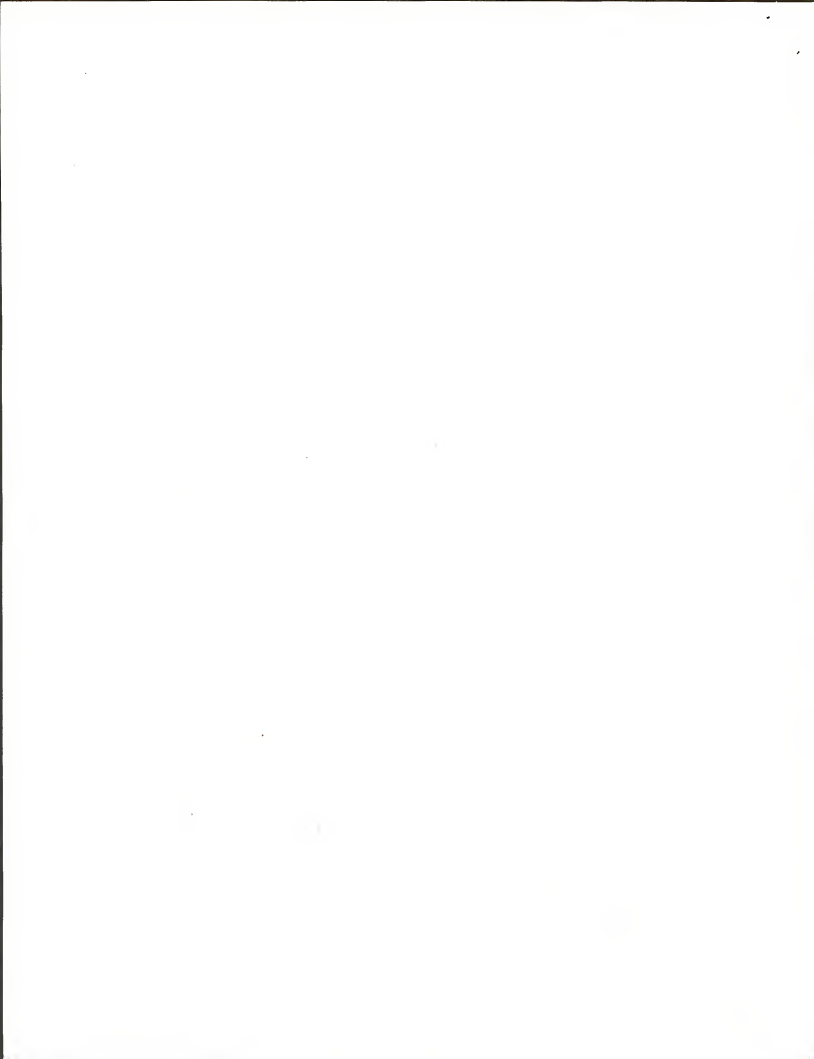
The Highway Department began receiving bridge replacement funds through separate Federal Highway appropriation just a few years ago. When that happened they charged the Highway Departments of all the States with the responsibility of administering those bridge funds. I can't recall which year that happened, of course, but some time after that the County came to the Highway and asked that the Harper's Bridge be considered under that program. It was put on the last to be in line and hopefully use some of those funds. Now, whenever that happened the Highway Department had to become involved. Beyond that the Highway is basically not involved. It is all a County projection for a engineering, studies and so forth. So, what date the Highway became involved, was the day that the County came to the Highway and asked for those bridge funds. The rest of your comments, I guess I can't respond to except we will take them into the record and let the powers review them as they see them. Somebody over here?

B. WAGNER:

My name is Bill Wagner. I am here this evening representing a client of mine, Mr. and Mrs. John Steigler. Mr. and Mrs. Steigler are the largest single landowners affected by Alternate B, their residential property is located immediately west of the intersection of end of project and Mullan Road and is situated north of the proposed Alternate B on the east side of the Clark Fork River. The main reason that I am here this evening, I guess is that my clients were told some time ago that they did have two choices, Alternate A or Alternate B. For that reason they sought legal counsel some time ago. It appears, after I have studied the 1977 Stensatter Druyvestein report and the April of 1981 Morrison-Maierle report, that simply is not the case, I think it has been brought out this evening. Thinking that it may be pitting neighbor against neighbor, a lot of people are concerned. I am only speaking for the property located again east of the Clark Fork River. I think all of the criticisms and the points made by the residents of the Big Flat area should be well taken especially by the County Commissioners.

A few points that I think should be brought out, first of all I am not here this evening nor my clients, to talk for A or against A, for B or against B, they don't want to get into a position of, as Mrs. Kain indicated the bib theory, choice of bib theory whatever. I would like to point out first of all that my clients are affected most by Alternate B, number one, they are for Alternate C, that is the construction of the bridge at its existing location despite the cost. There have been several points brought out about costs this evening, I'm very concerned as a Missoula County taxpayer, as to who has been paying what recently. I have heard a lot of figures and all we have are some photographs and some booklets, that is upsetting to me. I would question where the additional funds would come even after a choice or a site is chosen. I am concerned about the availability of bridge replacement funds, the continued attention by local government and our County officials and our taxpayers to this kind of a process, when we are not even certain about the availability of those funds, three, four five, six years down the road, or if things follow through where they have been since '71, 1991 I guess.

I would secondly point out that my clients favor Alternate B1, I don't think this has been fully explained as yet. Looking at Alternate B's map, this is the area of least resistance I guess, as far as my clients are concerned. Again they favor C first of all. If there is a choice between something close to what is on the board here, it seems that there may be some support for B1. I think there has to be more study primarily by the landowners involved, I don't feel necessarily that the Commissioners should be given a blank check for purposes of commissioning further studies, but in any event Alternate B1 would begin at "begin project," as indicated on Alternate B's map and would continue in basically an east-west direction and would pick up after it crosses the river, at what is now known as the Kona Ranch Road. That is a section line that is also the dividing line between the Steigler property and the Kona



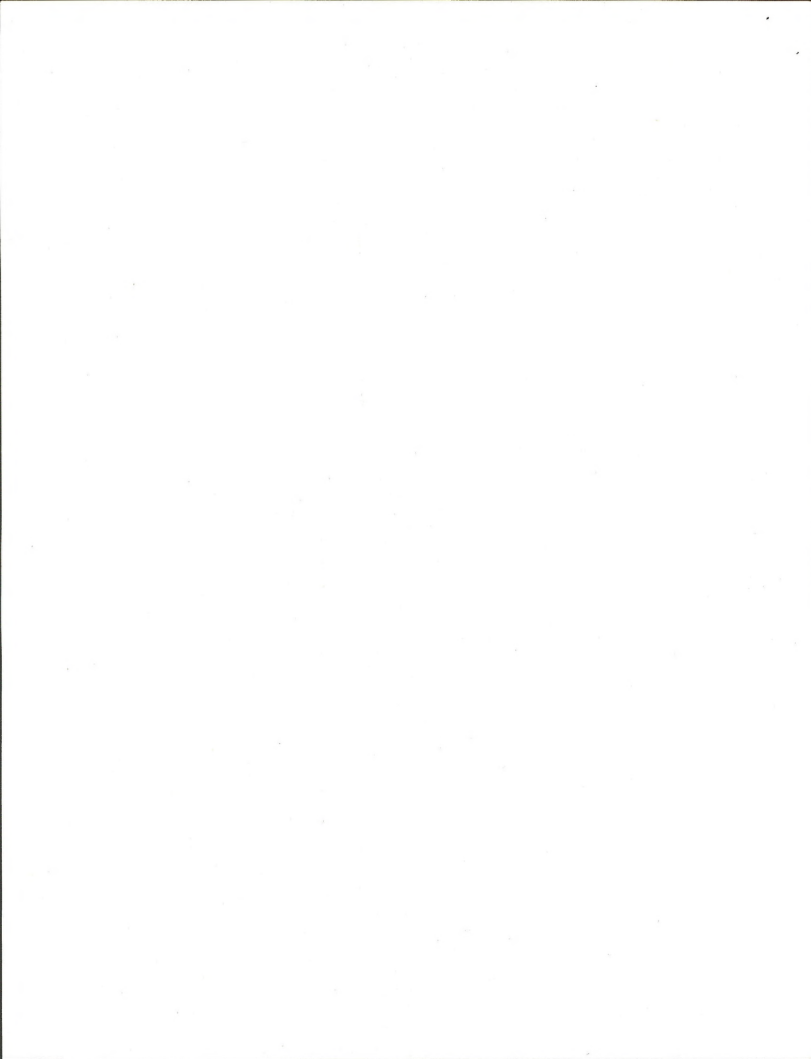
Ranch property, there is an existing roadway/ Following along this route, it would, I think, minimize the cost incurred. We would be looking at more than likely, if it does split the property line, my client is looking at giving up 30' of right-of-way with the Kona Ranch property owners the same. Again, this is only a secondary choice.

With regard to that, there have been some comments made about splitting off 25 acres of my clients land. I don't know who made the comment or why, my client owns approximately 280 acres of land in agricultural use and this basically splits it right down the middle. There have been comments about the Kona Ranch's loss of 75 acres and my client's loss of 25, I just, for the record would like to say that those are very irresponsible remarks and should not be considered. That is the most productive of my clients land. I would point out, it has been in his family in agricultural use since 1907.

The ultimate result of choosing either A and B, I believe would be an increased residential development in the area, which would of course, cause the type of traffic count that we have been discussing this evening. I do not think that is in the best interests of any parties concerned either on the east or west side of the Clark Fork. Therefore, in closing I would simply like to say that we have to be looking again at Alternate C. I think that the cost figures there are more stable as far as estimates, number one, and secondly we would not be talking about a 50 MPH type of access route or speed limit through that area. I think that should be taken into account. It should answer some of the questions about safety. It will not disrupt the lives of the people and I think, really, that has got to be considered, not just economics, land or preferences but rather the disruption of lives of people. Thank you.

D. BARTSCH: Thank you. A gentleman has a mike up here already?

J. WASHBURN: My name is John Washburn again, from the Big Flat. I have been living out there for 13 years, I have been driving Harper's Bridge for 15 years, 13 of it working at Hoerner-Waldorf. I really don't care where a bridge is across that river. It would be about the same distance for me to drive, B would probably knock off about four miles going to work, but I am perfectly happy with C. I am perfectly happy with a one-lane bridge, a one-lane wooden bridge, if it is safe enough. It is a hell of a lot safer than it was when I first drove it 15 years ago. It has been repaired since then. Anybody that drives it at a reasonable rate of speed, they shouldn't have to worry about going off of the side of it. I am satisfied with that gravel road going to it, that about 3.2 miles I think was mentioned. I can only think of possibly two places where improvements could be made in that road, it would be a heck of a lot safer than what it is now. And I think Alternate C would be a good location to keep that bridge.



D. BARTSCH: Thank you.

M. HARTSELL: My name is Marsha Hartsell and I would like to comment on the elaborateness of the highway that they are going to be putting in. I understand it is going to be double lane. They have plans for a bike route and a pedestrian walk. As yet we do not live out on the Big Flat but our property is there, we bought it there to move out in the country and we do have our dream house already planned and designed. I certainly did not have in mind to move out there to stroll down a highway. I also do not want my children to be bicycling down a highway, for that matter we could still remain in the City where we are living at this time. I certainly do not want this highway out there and I don't know of too many of the residents out there who requested it. Did the Highway Department receive a letter of request from the people in Big Flat, requesting a highway?

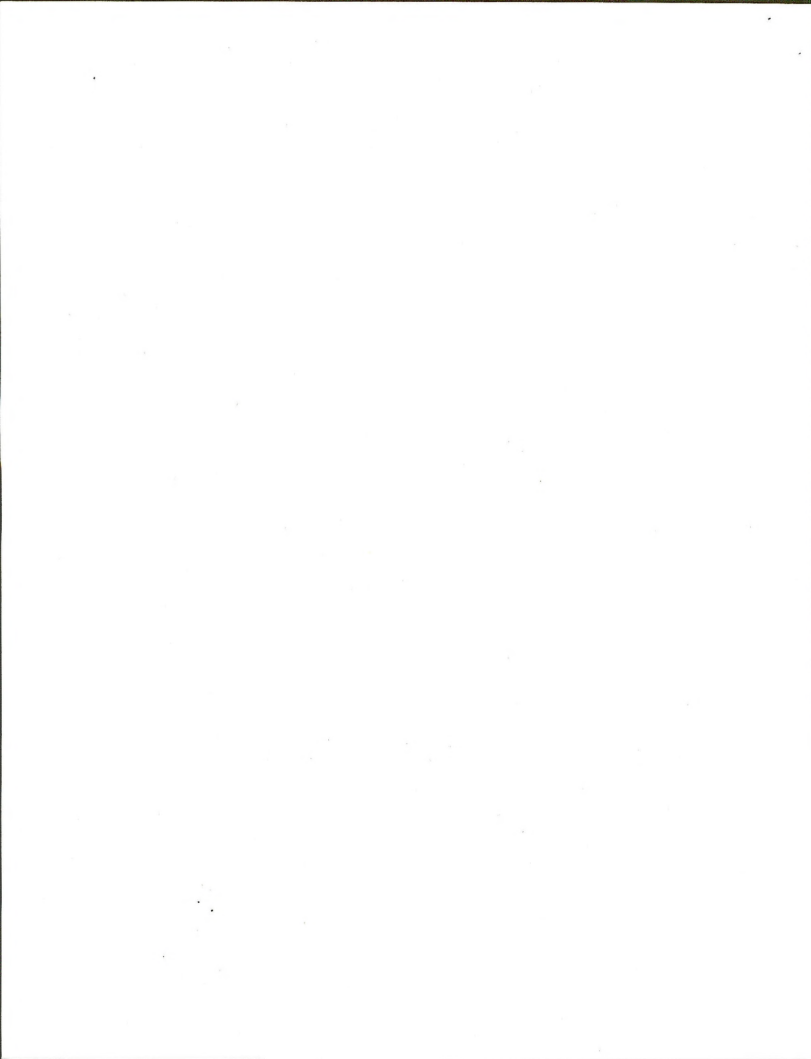
D. BARTSCH: Well, as I stated before, no, we received the request from the County Commissioner to be involved in the bridge replacement funds. This gentleman here?

L. WADE: Larry Wade again. One of the things that hasn't been brought out this evening is that Alternate A or Alternate B, those of you that live on the Big Flat have noticed an increase of some kind of trucks out there hauling logs in the last week and either one of those alternates would benefit that company tremendously. We already heard they don't fight right-of-ways, that is what this gentleman told us earlier. That Champion International, we don't have to worry about them fighting the right-of-way to pave the road. I should hope not, look at the distance they can save. I think, you know I made this comment at the last meeting we were at, I haven't been pushing for a brand-new bridge and I haven't talked to anyone who has, but I have heard rumours that Champion International owns a lot of land up there and you can see it and that they need a way to get their logs out to Bonner. These two bridges are really neat for them because it cuts off a lot of miles, where the Alternate C doesn't do anything for them, they used to use that bridge but they decided not to maintain it. So, I think if people in the Big Flat are willing and the comments all tonight have been for Alternate C, no one cares for A or B, either one.

D. BARTSCH: Thank you. Yes sir?

J. STEIGLER: My name is John Steigler and I would like to cover a couple of things that my attorney didn't. First of all in that floodplain, that is in alfalfa, last Sunday there was six inches of water there. If you can build that bridge there, I would like to come up to the County and get a permit to build houses on that the next week, it is impossible.

Okay, the man with wildlife, he must have traveled it at night. First of all in November when he went here, from this new house, I watched two Bald Eagle, happened to see them yesterday. I went down and counted twenty-three pheasant and duck nests.



Now, this has not been brought up, this warm slew, it goes down five miles to the place that I used to own, down practically to Harper's Bridge, the best German Brown fishing in the State of Montana probably or the western part of Montana. They come up here and spawn, right here where your river is, where your bridge is going to go in.

Another thing is, this is known as the Frenchtown Valley, right here in this house has been the same family for a 100 years, there is one brother invalid, a bachelor, almost 80 years old has not been out of that house, you are making a turnaround right here, letting the cars pull right into his place. The woman, 68 years old, oxygen 24 hours a day. How come we have these expensive engineers come in, they don't come and ask, do we ever have water here, no, they don't. I mean it gets you darn sick and tired, I have been trying to farm, they say 25 acres. We should have had Mr. Colvill do all of these and save us all this money we paid the engineers. You done a very good job, all we would have had to do is get an artist.

But, I don't think it is fair, I am disgusted, my lifetime being in business to keep my Grandad's ranch and the farm. I am semi-retired and my thing is to farm down there now. I put in for a permit for a new house, this last year, I was never told the Harper's Bridge was going to go through but it seemed to be pretty well planned. Put it down here where it belongs, where you own the right-of-way, but lets leave the people alone on this side of the river, let us farm on this side. That is all I have to say.

D. BARTSCH: Thank you. Lets see we have had two or three talking at this end, a lady up here, yes ma'am?

M. MILLER: I am Margueritte Miller and I own the Kona Ranch. I wish to state that I oppose Alternate A bridge site because it would destroy my ranch for agricultural purposes. Some time ago I proposed an alternate route to both A and B, which I think tonight you are calling B1, which would use an already established road situated between these two sites. An engineer from the County Surveyor's office checked this location and he said that he thought it would be a good route. On January 29, 1980 I stopped at the Commissioners office and was assured that this site would be looked at. On March 18, 1981 an engineer from the Soil Conservation Service came out and told me that no Federal money could be used for a road which goes through prime farmland. Now, you are talking about bridge replacement money, which apparently is Federal money. He also looked at this route I proposed and he felt it would be a better choice. I would like to know why no further study has been done on this alternate proposal? It would seem to me that in the interest of all the taxpayers of Missoula County this should be studied. I feel it would be much cheaper to build and certainly would not ruin the considerable acres of farmland that both Alternate A and B would. I have attached a small aerial photo which will illustrate this proposal, but I do agree with John in



every respect, he is my next-door neighbor and I think it should be an Alternate C.

- D. BARTSCH: Do you have that statement? Thank you, we will include that in the transcript. A gentleman down here?
- B. OLSON: This is in the form of a question, I am Byron Olson and I am an owner at Big Flat. I am in favor of Alternate C. My question is, are we being forced to consider Alternate A and B because no Federal funds would be available for C if it was made a duplicate of what we have now, a one-lane road looking perhaps back instead of forward, which can be worthwhile. Is that what is forcing us or is it strictly, the County is pulling back from Alternate C because there needs to be a two-lane road for some future purpose?
- D. BARTSCH: As far as Federal qualifications for the bridge replacement fund, if we were to replace at the present site, with a single lane bridge, Gordon, would that even be possible that they would allow the bridge replacement funds to be spent for a one-lane bridge? I know our standards on streets are tougher than that. Pardon? That could be proposed and somehow approved. I guess I don't know for sure but Gordon says he thinks that is a possibility, we would have to look into it to see if they would ever consider approving a one lane. If we were to propose the two-lane bridge at the present site, that would be eligible, of course too. But, the one lane, I don't know, I guess we will have to look into that.
- S. GOCHEY: My name is Sue Gochey and I live in the Big Flat. If in fact you are proposing this bridge for the residents, which I am assuming because you are denying the fact that you are proposing it for a 93 bypass and there is a possibility of the replacement funds being available for C, why don't you ask the people who are going to be using the bridge, which are mainly the residents, where they would like it?
- D. BARTSCH: As I said, when we first started this meeting, that is what we are here for. That is why I am asking and letting you speak, to express your opinions.
- P. VINCELLI: My name is Penny Vincelli and I live out on the Big Flat too and I own ten acres, 11.6 acres. I would like to know why we cannot build the bridge at C, just the bridge itself, not have a paved road to it, just build a new bridge there, period. Why do we have to have 2.3 miles of cement, I don't understand why?
- D. BARTSCH: Dick, do you want to comment on why you are including the paving, to pave the three miles up to that site?
- D. COLVILL: Well, I guess about the only reason I included the paving is so I could compare it with these sites. Certainly the bridge could probably be built there and the existing roads could be used just like the bridge could be built at A or B with gravel



roads too, that is the only comment. If you are going to compare paved roads to paved roads you have to use that figure. If you are going to compare gravel roads to gravel roads we would come up with a different estimate.

D. BARTSCH: I guess the reason they need to include paving on the two approaches is, you would immediately create a dust problem, an air pollution problem that you didn't have, so you would almost have to pave those. I don't think anybody would stand for that. But, just to look at a bridge alone at that present site is possible, like Dick said. Yes sir?

B. GERLACH: Hi, I am Bill Gerlach, my wife and I live on Harper's Bridge Road. We would prefer to rebuild at the existing site. We use the bridge often, it doesn't bother us. It doesn't sound like anybody is happy with A or B. Let's build it where it was. Do we have to build a new bridge? The bridge was repaired at one time before, and it has lasted for quite a long time, can it not be repaired again? And, if we improve the roads there, we are going to have more traffic there and faster traffic and that probably would not be a good idea. That is all I would have to say.

D. BARTSCH: Thank you. You have a mike there? Go ahead.

WOMAN: I heard something a little earlier that made the hair stand up on the back of my neck and I think it was Mr. Colvill that said, that thus far, no one has applied for river access from either bridge sites, A or B, or parking. Is that correct? Does that mean that is a possibility?

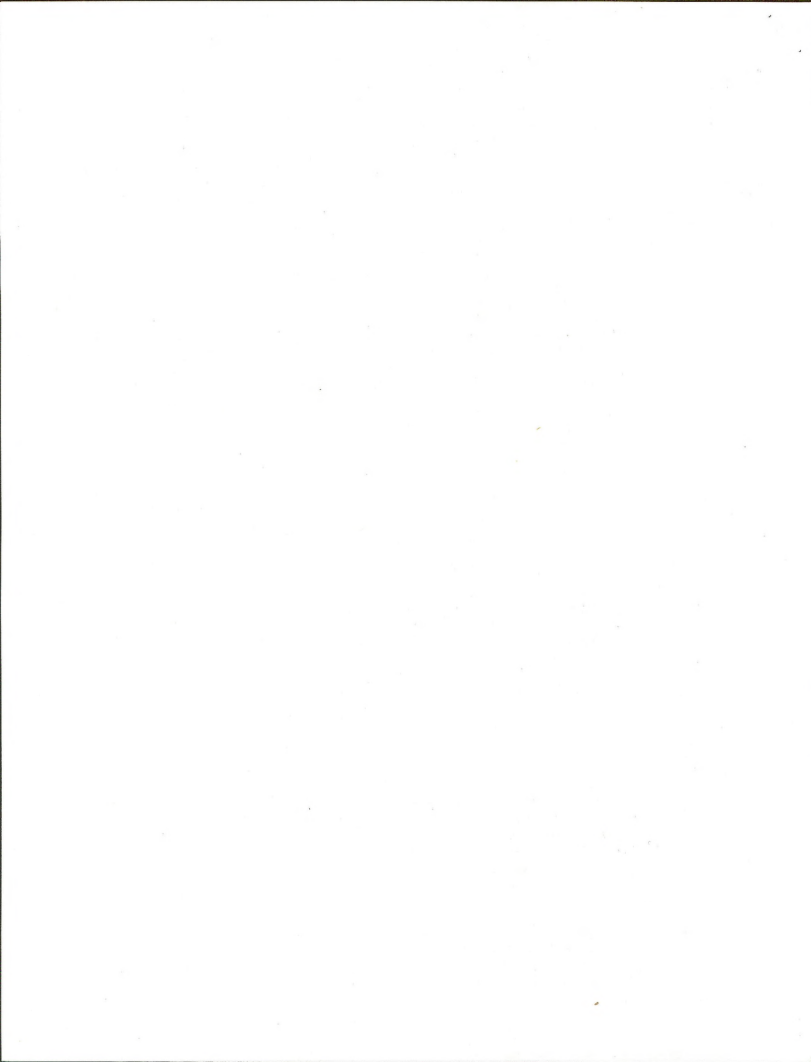
D. COLVILL: I suppose anything is a possibility. My statement was that nobody at this point has come in and said, yes, we would like to have river access there. As to who might do it, I don't know, but I would guess of course, it would be people that live in the City that want to get out there and launch a boat or something. Yes, it is entirely possible that somebody would ask for it.

WOMAN: Is it a hectic procedure or a rather simple thing to grant?

D. COLVILL: Well, I don't know, unless there is some Federal rule that says you have to grant access, I would presume the question of would access be granted or would it not, would be under the control of the County Commissioners since it would be a County road.

D. BARTSCH: The one other controlling factor would be physically able to allow an access off the road down to the waters edge and stay within the right-of-way. If there would have to be additional right-of-way or some permission from a private landowner, that control would prevent that, under certain conditions.

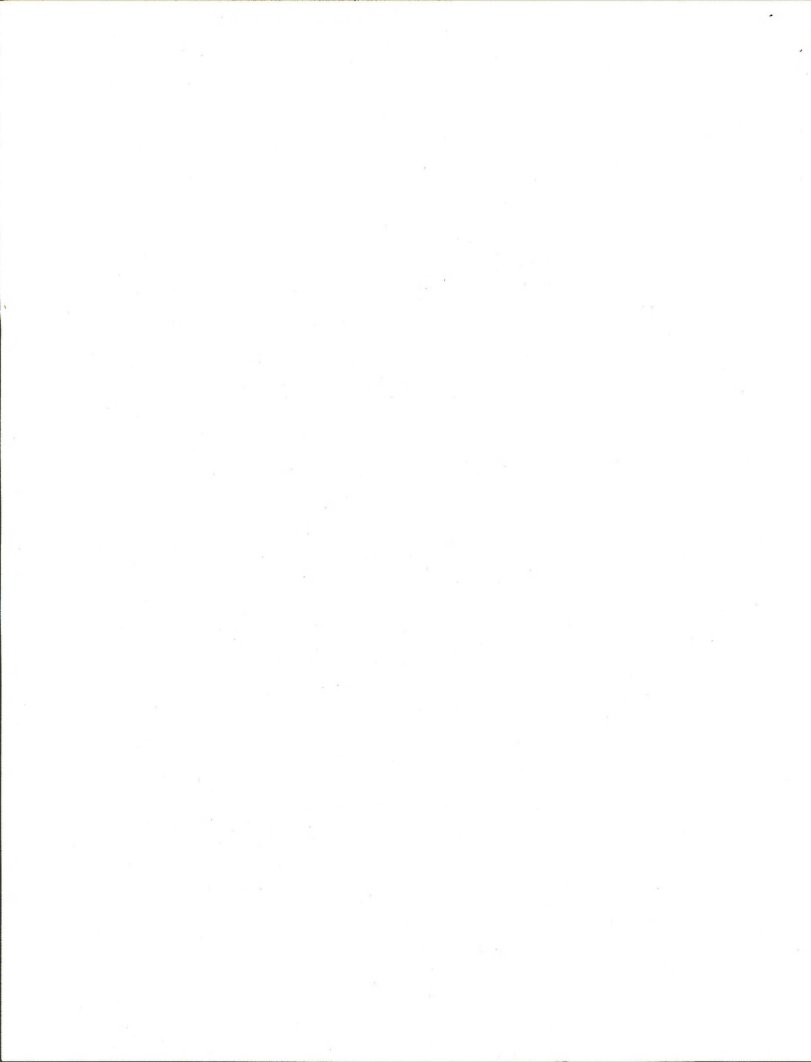
T. MOEDE: My name is Tom Moede and I live out in Big Flat and I would like to ask one question. Nobody here seems to want a bridge and who went to the County Commissioners or how did the County Commissioners arrive at the fact that we needed a bridge?



- D. BARTSCH: Dick, do you want to ask one of the County Commissioners here or....
- D. COLVILL: Well, I don't think they are here at the time, nor neither was I. But, if some of you like John remember when the existing Harper's Bridge did wash out, there was a terrible hue and cry to replace it.
- T. MOEDE: Yes, but do you have it in writing as far as the hue and cry to replace it?
- D. COLVILL: Well, I think there was a petition with, I don't know how many thousands of names, in existence someplace, requesting it.
- T. MOEDE: I heard somebody that has lived out there much longer than I have and they said about twenty names, it sounds like a cooked-up project.
- D. COLVILL: Well, we are not cooking it up, D, Alternate D to do nothing is certainly the cheapest one and if that is acceptable, great.
- T. MOEDE: That sounds good.
- D. BARTSCH: This lady here apparently had a comment connected with that?
- P. HAAGLUND: I have to agree with Mr. Colvill and I think John will agree with me too. We ran an extensive campaign to keep Harper's Bridge open, in '67, or '69, somewhere around there, I don't know for sure. But, we did, we fought very hard to keep Harper's Bridge open and we had a lot of people sign from town that wanted Harper's Bridge open, it is not cooked-up, it is not a twenty signature thing. Like I say, we have lived out there sixteen years, a lot of us fought to keep Harper's open, I think we need a bridge, like I said before, I am in favor of Alternate C, I always have been. I have never understood why there was any question not to go that route.

I think we need the bridge from the standpoint that I have seen McClay's Bridge wash out in high water, after it was a good bridge. This end of the bridge washed out and in maybe '60 something, it is always possible. We have seen Buckhouse Bridge be damaged through an accident where they did route traffic through McClay's Bridge. I have seen fires out towards the Big Flat way, forest fires, I think very truthfully, with our river situation and this type of thing, there would always be the chance that people out on the Big Flat possibly would have to use Harper's Bridge, you never know.

I never use it, well once in awhile, my husband uses it to go to work. I'm sure, with our school being where it is, I would think maybe a large majority of people on the Big Flat would still use McClay's Bridge because of the location of our schools and where our children are. I also question too, when I got my famous speeding ticket out there, I asked the patrolman why this speed limit was so slow on the Big Flat because I can



drive it at 55 MPH and manage very nicely because I am used to the road, but he told me that there are as many accidents on the Big Flat Road as there are on Highway 93, I think percentage wise. I think this is something to consider, that if Alternate A or B is going to increase our traffic, we don't need it.

Let's keep it at Alternate C and then the people who enjoy that strictly for recreation, getting to their jobs, getting out to that end of town, let us have that. We really don't need A or B, we all moved out there knowing what the bridges were. I don't think there has been any difficulty ever selling our land or anything else, it is a valuable place. I won't even allow my children, my son is nineteen, he has ridden to town only once on the road on a bike because it is dangerous now for children. How would it be with A or B where there is more traffic?

D. BARTSCH: Thank you. A gentleman over here?

J. CUSKER: My name is Jay Cusker, I live just above the Big Flat and I would favor Alternate C. I would like to say this about B, something that hasn't been said here, at both intersections, on the Big Flat side with the Big Flat Road and the Mullan Road are both very close to a steep hill. You think about coming down that hill when it is icy and having somebody trying to get onto the road, I think you have a killer there and you know the school buses run both roads. Furthermore, I would like to say that the lady here was asking about the people asked for an access to the bridge, the north end of that bridge on Alternate A is on State land and I don't know how you can refuse access to State land.

D. BARTSCH: I guess I didn't understand, where was that reference to the State land? Oh, it is the plan A bridge, the north end is State land. Here at the end of the bridge, you say that is State land there. Thank you. Milt?

M. DATSOPOULOS: Yes, just as a matter of clarification I think to clear up a couple of points. I'm Milt Datsopoulos, an attorney in Missoula. First, we should consider that any money that was going to be spent on that bridge, would be wasted money because of the age of the bridge and the potential that it would be washed away due to its location and structural integrity or lack of it. So, I think any statement, that the Commissioners have concocted this project, is totally inaccurate. They proceeded to do the study and activate a design either to replace the bridge or place a new bridge there under the threat of a lawsuit, which was initiated through me by the landowners in that area.

Secondly, I think some of the people that I represent, which Fritz Krieger also spoke on behalf of, probably would have no objection at replacing the bridge at location C. I don't live in that area and I have no personal interest, other than representing my clients. But, I have studied it initially in 1971 and then again recently, I think Harper's Bridge as it now

stands is not a safe bridge, second of all, it could be washed out at any time and that would isolate a number of families and people especially if McClay Bridge goes, which is not a good bridge in terms of access. I do think it is in your best interest to have a bridge. I feel that money should not be the only consideration, you do have a unique area in terms of what you have there in life-style, and that replacing that bridge at location C seems to be commensurate with everybody's interest and desires. Thank you.

D. BARTSCH: Thank you, Milt.

K. STURGIS: My name is Kathy Sturgis and I have a question for you. I don't understand these four alternates, which are A, B, C and D. It seems to me that Alternate D is nothing, I mean it is the "do-nothing". My question is, does that mean there is no maintenance on the Harper's Bridge as it stands now, because if there is going to be no maintenance, then that seems that is part of what is forcing us to choose A or B? Let it wash away and then we are going to be stuck with making a decision, so I just want to know what that clarification is for Alternate D?

D. BARTSCH: Normally my interpretation of a "no-build" alternate on any of the projects is not to do anything as far as the proposed project is concerned, leave it just the way it is. Now, whatever the policy is on any maintenance of the bridge the way it stands now, Dick might elaborate on that?

D. COLVILL: Well, it is those people that drive across the bridge probably notice, we have made what I consider a good effort to repair Harper's Bridge and we will continue to repair it. Every two or three years we have brought qualified people in to inspect it, again at some cost, a thousand dollars or two, and we have followed their recommendations. We have replaced piles and we have done all kinds of things to keep it structurally there. But, there is no way we can make it safe. We can't anchor a guardrail on there that will stand up and these kind of things, but we are doing our best to keep it there so that the car that drives over it with the proper load limit won't collapse the bridge. And, we will continue to do that.

D. BARTSCH: So, the "do-nothing" as far as this project, would not include stopping that. The County forces would still try to replace planks and whatever they determined is necessary to keep it from falling in as Dick said. Of course, C is replacing it with, I presume would be a two-lane bridge at that site. Somebody else have some additional information? We have most testimony pretty much saying that you would rather see it at site C, rather than A or B. This gentleman here?

J. STURGIS: I am Jack Sturgis again. My only comment would be on the Big Flat Road between the end project at Alternate B and McClay's Bridge, I feel any additional load that would be placed on that road would be extremely hazardous to the people who drive that road on a daily basis. Big Flat is a unique area in Missoula,

because the only limited access area left in Missoula County that is residential and within striking distance of the City of Missoula. Once you open that area up, in my view, several things will happen, one - the zoning will change. Once the pressure has been put on for people to move into that area, the zoning will change from one per ten, to possibly one per one acre, which will put a tremendous load on that road. Once you put a tremendous load on that road, then the pressure will be brought to bear to do something about that road, which will force the County or the State to build a new road on the Big Flat. That would be an incredible cost because it is a lot of private land in there and if you think you are going to get a fight for this bridge, just try putting a brand-new road right down the middle of the Big Flat and I can guarantee you, the people are going to be very upset about that. I really support Alternate C, which would maintain a limited access to the Big Flat and preserve what all of us moved out to the Big Flat for. Thank you.

D. BARTSCH: Thank you, yes sir?

B. OLSON: I stated my original thought in the form of a question, I would like to restate it in the form of a declarative and that is, my sense of the discussion tonight is that Alternate C is a replacement of a structurally sound replacement of the status quo. That does not imply a two-lane bridge, a two-lane bridge is going to alter traffic patterns. A sense of the freedom of moving back and forth across the bridge, speed, etc. even on the bridge or influencing the housing nearby. I think that if we are going to call it C, perhaps we should say C1 is a one-lane, structurally sound bridge with gravel road access at the present site.

D. BARTSCH: That takes care of what I was about to say, we will include that in the transcript that way.

MAN: Now, I can't read maps so I will have to ask your help. Now, Figure 1A, western bypass as shown by the Missoula Urban Transportation plan, we show a western bypass coming off of Route 93, that I formally stated was the master plan. It crosses the river somewhere between McClay's Bridge and the proposed site A. I want to restate that, it crosses the river somewhere between McClay's Bridge and the proposed site A. What are we here for tonight discussing A and B when it is right here in black and white, drawn by our experts and ultimately these bridges will then be abandoned. I like to point the clarification please?

D. BARTSCH: You read that as well as I could read it. Now put that with what Mr. Colvill reported on his history of the project and his response to the western bypass plan as it was questioned before. Anybody want to participate in the poll that was proposed earlier? A couple of strong yeses, some no, some headshaking no. Here is another question?

WOMAN: If he takes the poll, are you willing to listen to what we want? Just a question? Mr. Colvill and maybe the Commissioners and the Highway Department?

P. PRAMENKO: All the Commissioners are here.

D. BARTSCH: I cannot swear that if everyone in here opposed one item, says no to that, I cannot swear that, it still could not come to pass. The reason for it is, as you all probably are obviously aware and this happens fairly consistently in Public Hearings throughout the State, the people who attend Public Hearings are either strongly in favor of a project and they will push it or they are there to strongly oppose it. The people that may need it just as bad or may be opposed to it just as much, may not be there to vote. That input comes from other places, letters, input to Mr. Colvill or the Commissioners, that could affect it. I am not saying that it will, or I am not saying that it won't, we can take the poll. I report in the summary of the Public Hearing that so many people were here, and so many people indicated they would prefer Alternate C and it is stated that way. That is the reason for it.

P. PRAMENKO: The reason that I wanted to take the poll was not to be cute, it was for the benefit of myself and the other Directors that are here from the Homeowners Association. So that we can address ourselves and know how the people in our area want to address this problem, then we can direct, in letter form to the Commissioners, the way we all feel and if necessary send a delegation to the next session or to the State Highway Department, whoever hell makes the decision on this. If you wanted testimony from the Commissioners, they can testify that the Target Range Homeowners Association doesn't lose too many battles.

D. BARTSCH: Do you want one of the conditions there then, if we did take the poll, to make the restriction that only the people that live here, there is already two or three expressed the fact they don't even live here, but are here expressing their opinion on...

P. PRAMENKO: Well, I think it would be fair if those people that live in the area were allowed to. I think we all know who lives here and who doesn't live here, if somebody doesn't live here we could slap their hand down or something.

MAN: I have a question?

P. PRAMENKO: Yes?

MAN: Are the (Inaudible) representative of the people?

P. PRAMENKO: That is correct.

MAN: (Inaudible)

P. PRAMENKO: And do the will, yes.

- D. BARTSCH: Of course, the elected officials that are involved here primarily are the County Commissioners, yes, and the County Surveyor and they represent the entire County of Missoula too, not just this local area. So, they have a problem as well, they are not just representing....
- MAN: We pay taxes to the Highway Department, shouldn't we have some input too? You are implying that regardless of what was said tonight, it would have virtually no bearing on whatever the Highway Department decides. I don't think the decision tonight is Alternate A or B (Inaudible)
- D. BARTSCH: Well, I have to respond to you again, the fact that the Highway Department is not the one that is making this decision. We are not the one here presenting the project as I have said before. You keep shooting at me about that and apparently we're missing something.
- MAN: The Highway Department has been told several days ago by Dick, that the Highway Department has nothing to do with this, they are not involved, now tonight there is the Highway Department here and I am just confused as to the conflicting comments?
- M. DATSOPOULOS: Dan, may I speak please?
- D. BARTSCH: Milt, wants to make a comment about that particular statement.
- M. DATSOPOULOS: Yes, again I am not here to defend the Highway Department. I don't work for them and they don't pay me anything. I used to work for them ten or eleven years ago, I sue them more often now than anything else. But, the way this thing is structured is somewhat complex, the decision as to where to locate the bridge is strictly the decision to be made by the County Commissioners with the input of the County residents and probably you people have as much right to be heard as anybody else because of the direct impacts you. The Highway Department's role here is simply to administer any entitlement funds through a Federal grant. They do not participate in the decision-making process even if they wanted to, they don't have the legal right to do that. They are here holding the Hearing under that directive to administer those funds. So all the focus in terms of what you desire and what you think needs to be done should be placed solely on the County officials, primarily the Commissioners, also Mr. Colvill since he is the elected surveyor and has the professional responsibility of commenting and going along with the design. I think too, a lot of people are confused and probably will waste a lot of time and energy commenting to the Highway Department and they really have no role in the decision, which most immediately impacts you at this point. Their only role is to supply you money if you decide to build a bridge, you decide where to build it and how to build it.
- D. BARTSCH: Thank you, Milt. This gentleman here?
- MAN: So we don't spend the whole evening talking about something and coming to no conclusion, why don't we vote to see who wants a



bridge at position C as opposed to any other position collectively, just C against all other positions?

WOMAN: I second that motion.

D. BARTSCH: You want to try it that way? Another comment.

MAN: Are you willing to list B1 and C1, if you are going to go down the letters in the poll? I would be interested in distinguishing between a two-lane bridge and a one-lane bridge at C in view of the response to my comments?

D. BARTSCH: I guess I am not going to make a decision how you want to handle it. If you want to handle it 1,2, 3, 4, 5 through 15 it is fine with me. A gentleman over there asked for an expression of opinion that he could get from the people in the area because he is the president of that association started it. How do you want to do it?

P. PRAMENKO: Would somebody make a motion then?

MAN: So moved.

P. PRAMENKO: That we take a poll on the C and C1?

WOMAN: Let us clarify, C1 being the one....

P. PRAMENKO: C1 being a one-lane highway....

MAN: Bridge at the present site, gravel approach....

P. PRAMENKO: Did you all hear that, okay.

D. BARTSCH: You want to take a count of each one or....

AUDIENCE: No, just the one.

P. PRAMENKO: Yes, Dot?

MAN: (Inaudible)

D. BARTSCH: I have a question of clarification down here.

P. PRAMENKO: Yes.

WOMAN: Okay, I have one question here I want to ask. I am totally opposed to Alternate A it goes right up my property line, you know, I didn't buy the ground to have a road go in there. But, what I would like to say, is how much thought has been given to a two-lane bridge by South Avenue to allow access for fire trucks, because we have no, fire trucks are not allowed out there and if there were, how would the residents feel then about a bridge alternate?

D. BARTSCH: I am going to exercise chairman's prerogative of not recognizing that question because that has nothing to do with the present

question on this project. I don't know what examination has been on the South Avenue bridge and how the people here might feel it. But, we are having enough problems with "no-build" through A. Let's go back to this comment up here. First of all, as a gentleman earlier suggested, for those to indicate in favor of Alternate C as opposed to those in favor of any other alternate. Now C being the location first only. Then. . . .

MAN: Then go to the second part.

D. BARTSCH: Then go to Alternate C site and ask for those who want the two-lane bridge, or a one-lane, is that the idea?

WOMAN: Yes.

AUDIENCE: Do it.

D. BARTSCH: First of all, location C....

P. PRAMENKO: That is unanous. Are you counting Barbara are you counting Germaine, are you counting Mr. Palmer?

D. BARTSCH: Pretty hard to count 409 when we have a 106 plus four or five. We will count 110 here. Those in favor of any other site, either one of these or some third site, B¹, any other site? A couple.

P. PRAMENKO: A County Commissioner would like to make a comment.

D. BARTSCH: Okay.

COMMISSIONER: I am sorry, I am not real familiar with this. I have been looking this over and I have listened to all the, it is obvious what you want. I was just wondering, there is just one other thing in my mind. The County does have an easement on South Avenue and we could get a bridge there, which would allow access for fire trucks and that would give at least the people on the south side and the flat area at least fire protection. I don't know if you want to maintain the bridge, that is obvious but if you had access, I don't know what your main worry is. Is it access to get over across the flats to the east or is it for fire protection and a two-lane bridge? I am talking about south, in other words if the south, we haven't got the funds for it right now but we have the easement there, if a south bridge were put in that would allow for fire trucks. Would that be enough for you, or no, you want the ease of going over to the Mullan Road area, is that it?

MAN: We want a safe bridge.

COMMISSIONER: Well, a new bridge at South Avenue would be a safe bridge and none of the other three, obviously Harper's Bridge as it is now either has to be replaced, per se, in the vicinity or yes?

WOMAN: We asked that at either end, at the both ends (Inaudible)

COMMISSIONER: So you are saying South Avenue end....

WOMAN: The present one at South Avenue.

COMMISSIONER: I'll just say one thing as a Commissioner, I certainly appreciate your comments tonight, the only worry that I have is what the rest of the citizens are going to say when they find out how much it is going to cost.

WOMAN: But a one-lane with graveled road wouldn't cost as much to build.

WOMAN: They don't live here. That is right, I'll be very anxious to find out may be as expensive, I would be very, very pleased.

MAN: The ones concerned, an estimate of a one-lane?

WOMAN: Should we have another meeting like this or do you want me to just contact the Homeowners Association? To find out from Paul?

P. PRAMENKO: I think that would be very appropriate.

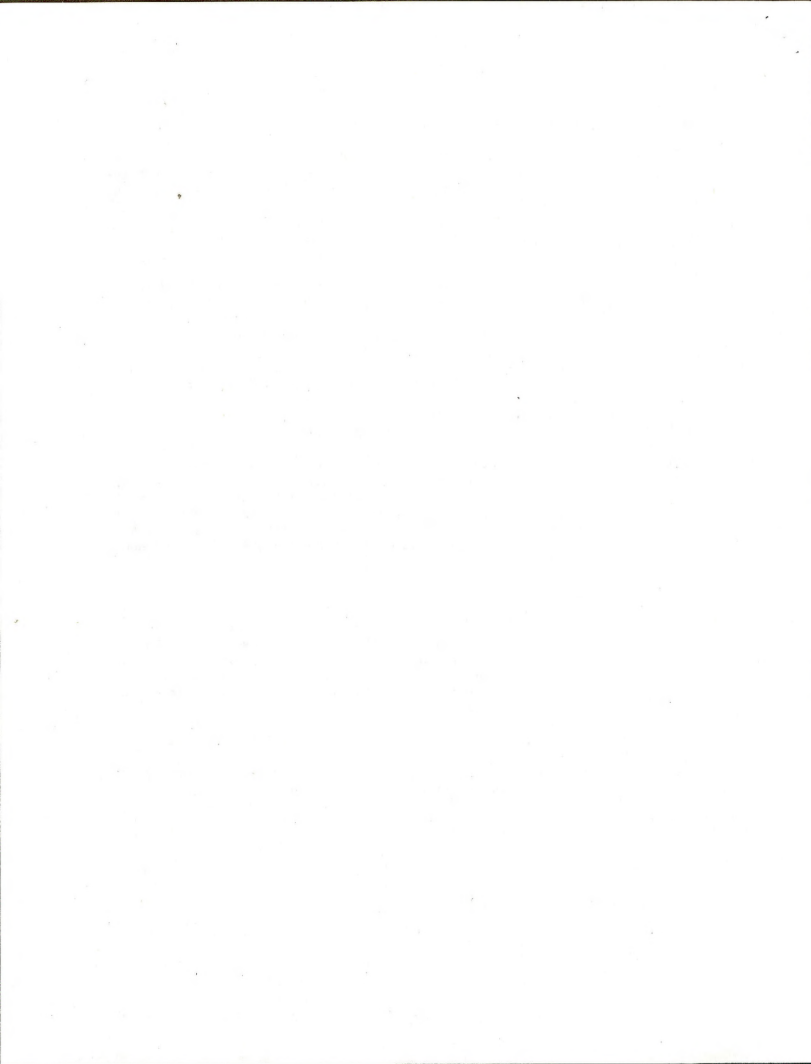
D. BARTSCH: Let's finish up this other survey or this other question. And, I guess the County Commissioners are going to call a meeting and you can go to it to discuss the south bridge. Now, we have it boiled it down to C site. Now we have the option of whether you want two lanes of road to be able to go back and forth across there or you just want a one-lane bridge? Okay, how about a one-lane bridge?

WOMAN: A brand-new one-lane bridge?

D. BARTSCH: Somebody that is interested in counting? I see a considerable number of bodies that don't have their hands up, that had them up on the first alternate, estimated thirty or so. How about those who would want a two-lane bridge built at the site of the present Harper's Bridge, a new bridge, two-lane? Three and the balance abstained.

M. DATSOPOULOS: Okay, close the meeting.

D. BARTSCH: Milt says that he thinks that we have covered most everything, it will be in the transcript. Goo evening.



John T.T. and Kathy Sturgis
2898 Big Flat Road
Missoula, Montana 59801

Montana State Highway Dept.
District Office W. Broadway
Missoula, Mont. 59801
Attn: Jim Weaver

Harper's Bridge

Dear Mr. Weaver,

We were told at the Target Range meeting of May 28th concerning the relocation of Harper's bridge that we had 10 days to reply to the information submitted to us.

We feel that there are many more environmental impacts and subsequently a higher projected cost at Alternate B than the Highway Dept. has considered. We realize that someone is going to suffer from the development of this project but we feel the public and county commissioners ought to know all the facts before a choice is made. We are the last house towards the river on Alternate B and feel the impact will be heavier for the following reasons:

1. Contrary to the data submitted concerning the impact on wildlife, our particular piece of property supports 1 osprey, many wild ducks, blue heron, sand pipers, large horned owls and deer. These animals have already been driven to our corner piece of property due to the increased population of this area and would be heavily impacted were a bridge to go here.

2. We have substantial proof (photos and markers from the past three years) that a two foot clearance of the bridge during flood stage will not be sufficient. Therefore a higher and longer span would be necessary which adds to the cost estimate considerably.

3. A suggested cause-way would either bring the high water level up on our property up causing flooding or would divert the flow enough to stagnate or perhaps dry up entirely our two natural ponds which support a multitude of wildlife.

4. Through legal counseling we have been informed that we have a strong case for condemnation due to the inevitability of heavy environmental and personal impact since the proposed bridge would be only 50 feet from our living room. This fact was not even brought up by the highway dept. and should have been made known and considered in the cost estimate of proposed site "B". How could a cost estimate have been honestly arrived at and presented to the public and commissioners without these considerations?

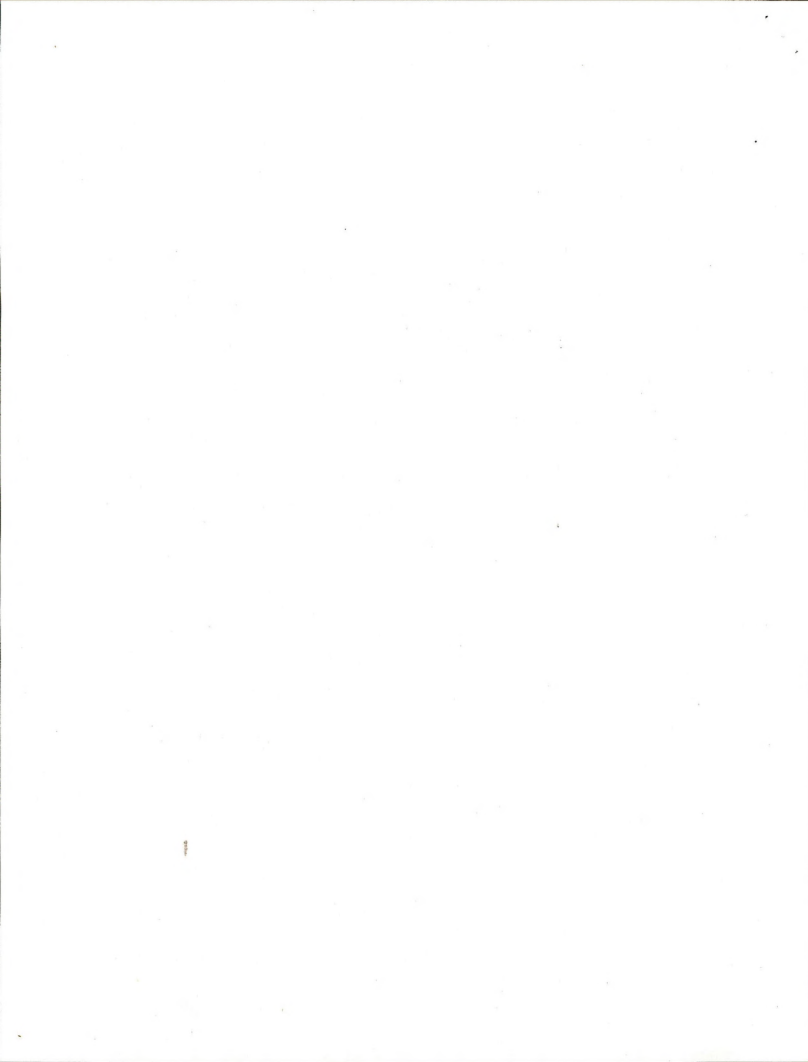
We strongly urge you to take these things into consideration and present the facts as they are in order for the commissioners to make a valid comparison of the two sites and ultimately a good decision for the public.

Respectfully,

cc Missoula County
Commissioners

cc Dexter Delaney Atty

John T.T. Sturgis
Kathy Sturgis



May 28, 1981

Gary J. Wicks, Director of Highways
Helena, Montana

And To Whom it May Concern:

I wish to state that I oppose the Alternate A bridge site because it would destroy my ranch for agricultural purposes.

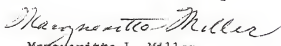
Some time ago I proposed an alternate route to both A and B, which would use an already established road situated between these two sites. An engineer from the County Surveyor's office checked this location, and he said he felt it would be a good route. On January 29, 1980 I stopped at the Commissioner's office and was assured that this site would be looked at.

On March 18, 1981 an engineer from the Soil Conservation Service came out and told me that no Federal money could be used for a road which goes through prime farm land. He also looked at this route I have proposed, and he felt it would be a better choice.

I would like to know why no further study has been done on this alternate proposal. It would seem to me that in the interest of all the taxpayers of Missoula County this should be studied. I feel it would be much cheaper to build, and it certainly would not ruin the considerable acres of farm land that both Alternate A and B would.

I have attached a small aerial photo which will illustrate this alternate proposal.

Thank you, sincerely.


Margueritte L. Miller
9715 Mullan Road,
Missoula, Montana 59801



May 28, 1981

To the County Commissioners of Missoula County,

Dear Commissioners:

We, the residents of Somerset Terrace listed below, wish to make the following statement relative to the proposed road and bridge construction connecting the Big Flat road to the Mullan road.

We are strongly opposed to the construction of a road and bridge at Alternate-A, so designated by the Morrison-Maierle, Inc. Environmental Assessment prepared for Missoula County. We do so for the following reasons:

1. Alternate A would be more expensive. We believe even moreso than the study indicated.
2. Alternate A would affect 75 acres of choice farm land as opposed to 25 acres affected at Alternate B.
3. The bridge at Alternate A would have a 5% grade, which would be dangerous when covered with snow or ice. The bridge at Alternate B would have no grade.
4. Alternate A would split the Kona ranch into two parcels of land making it impossible to operate as an economical unit.
5. According to the Morrison, Maierle Study, page 38, they point out that the N.E. abutment footings of a bridge would probably rest on bed-rock. The remainder of the footing would rest on valley fill. This differential settling of the abutments and pier footings would create a problem. They also state that in case of an earthquake, which is quite possible within the service period of the bridge, the seismic wave motion thus generated would have a more destructive effect on bridge structure resting on bed-rock than that resting on valley fill.
6. The loss of intrinsic value and thus economic value would be greater at Alternate A than at any other site on the Big Flat.

We realize that no one would voluntarily choose to have a highway and a bridge in their back yard, and we realize how difficult it is for the commissioners to make such a choice, but we feel that for the afore-mentioned reasons, Alternate A is not the most desired location.

Respectfully yours,

Ron Grachan
Fritz Kreiger
Jim Buck
Dr. Stratford
Marty Liebengouth
Terry Richardson
Ladd Corak
Ken Clevish
Roger Bachman
Tom Moede
Dr. Clancy Clone
Bill Hainline
Dr. Olson



MISSOULA COUNTY SURVEYOR
MISSOULA COUNTY COURTHOUSE
MISSOULA, MONTANA 59801
Telephone (406) 721-5700 Extension 276

May 21, 1981

Montana State Highway Department
2701 Prospect
Helena, Montana 59601

Dear Highway Department:

This letter gives some history and opinions on the Harper's Bridge Project. Please include it in the minutes of your May 28, 1981 hearing.

Missoula County's problems with Harper's Bridge began on May 13, 1957 when the Anaconda Company deeded the bridge to Missoula County for one dollar and other valuable consideration. The bridge became a serious concern 10 years later and a condition study was completed in 1968. On January 11, 1971, the County Commissioners passed a resolution closing the bridge. This subsequently was rescinded and on March 13, 1971 the County Commissioners passed a second resolution closing the bridge for 60 days to study the cost and feasibility of repairing the bridge for light traffic and to determine the cost and feasibility of an alternate bridge at various points up the river. This was the beginning of the Harper's Bridge Replacement Studies.

The fact that the existing bridge is unsafe, structurally deteriorated and in danger of washing away is well documented. In January 1968, a report on the bridge by Lyerla, Peden, consulting engineers, stated "the bridge should be replaced and considered to have no significant life expectancy. The bridge should be considered unsafe for traffic until the center section spans and all curbs are reinforced".

In May 1975, a report by Morrison-Maierle, Inc., consulting engineers, stated "make plans to replace the structure within a period of ten years".

In September 1977, a follow-up report by Morrison-Maierle, Inc. stated "recognizing that a significant improvement in the components of the structure were made in 1975 by the County--it appears that the structure can be continued to be utilized for the next several years".

In December 1979, an inspection report by the Montana Department of Highways stated, "while the bridge is structurally adequate to support light loads, our recommendation is that the bridge be closed to traffic (for safety reasons)".

The safety problems were vividly demonstrated on November 16, 1978 when a vehicle with a mother and four small children slid on the wet running plank and jumped the wheel rails; landing on a sand bar in the middle of the river. Thankfully no one was seriously injured.

There is well documented engineering opinion that the existing bridge must be closed or replaced before someone is seriously injured or the structure washes away. The lawsuit damages against the County for a serious injury could easily exceed the cost of a new bridge.

The study for a replacement bridge site began in 1971. A brief study at that time recommended two sites roughly located at the "A" and "B" sites of the current study, although the connecting road was totally different and much longer. A more formal and indepth study was done for the County by Stensatter Druyvestein, consulting engineers, which culminated in a public meeting in the Courthouse on May 18, 1977. The study selected the "A", "B" and "C" (existing) sites that are included in the current study.

The County Commissioners took no action at that time but in 1979 they selected Alternate "A" as the desirable bridge site and directed a further study at this location. In January 1980, a contract was signed with Morrison-Maierle, Inc., consulting engineer to do an indepth study of Alternate "A". As this study developed it became apparent that Alternate "B" should also be studied at the same time to make a valid comparison. A second contract was signed with Morrison-Maierle, Inc. in October 1980 for Alternate "B".

A contract was also signed in August 1980 with Lowell Meyers, a qualified right-of-way appraiser, to appraise the right-of-way costs on both sites. The two Morrison-Maierle reports, along with the appraisal report and supporting road design from the County have been combined in the report being reviewed tonight.

Alternate "C", replace the existing bridge, has not been studied to the same depth that Alternate "A" and "B" have. This was at County direction. We concluded Alternate "C" was not a viable option because of the construction cost.

In the 1977 bridge location study the bridge only at Alternate "C" was estimated to cost 22½% more than the next lowest cost bridge site. The 1977 study did not investigate the road or right-of-way costs associated with Alternate "C".

For comparison purposes at tonight's meeting my department has developed a cost estimate for Alternate "C". This estimate is based on a road system and bridge comparable to Alternates "A" or "B", or in other words a new bridge with paved roads connecting to the paved Big Flat Road and Mullan Roads. This involves upgrading and paving 3.2 miles of gravel road on the

Montana State Highway Department
May 21, 1981
page 3

Big Flat side and upgrading 1.6 miles of existing paved road on the Mullan Road side. Also included are right-of-way costs, primarily for 0.3 mile of existing road at the Big Flat connection. Based on past cooperation by Champion International and the State Land Board we have included only administrative costs for a considerable amount of right-of-way we would need on the Big Flat side. Our estimated costs for Alternate "C" are:

Bridge	\$1,562,000
3.2 mile Big Flat Road	\$1,895,000
1.6 mile Mullan Road	\$ 539,000
Right-of-way	<u>\$ 40,000</u>
TOTAL	\$4,036,000

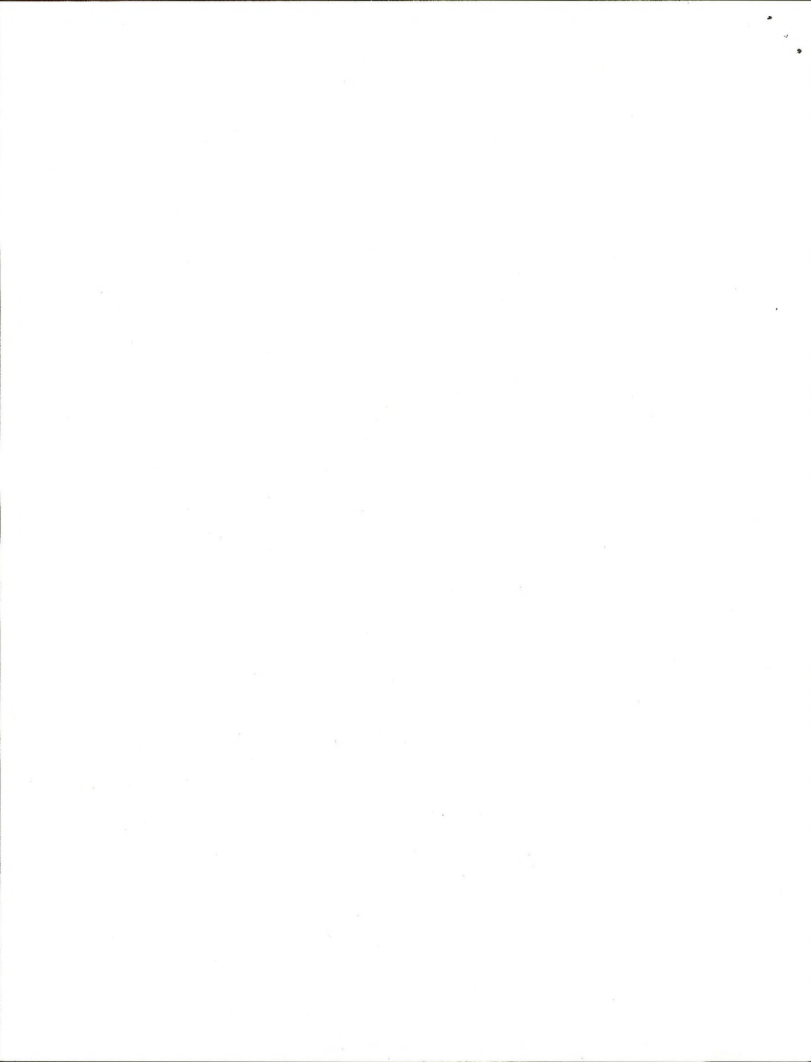
In summary, Alternate "C" would cost 1.5 million dollars more than Alternate "A" or "B" and would not serve the public as well because of the added miles required to travel from the Big Flat to Missoula. 1.4 million of the added cost would not be funded by the Federal Bridge Replacement program but would be born by the Missoula County taxpayers. For this reason I do not consider Alternate "C" a viable site.

Sincerely,



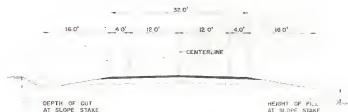
Richard H. Colvill
County Surveyor

RHC/mms



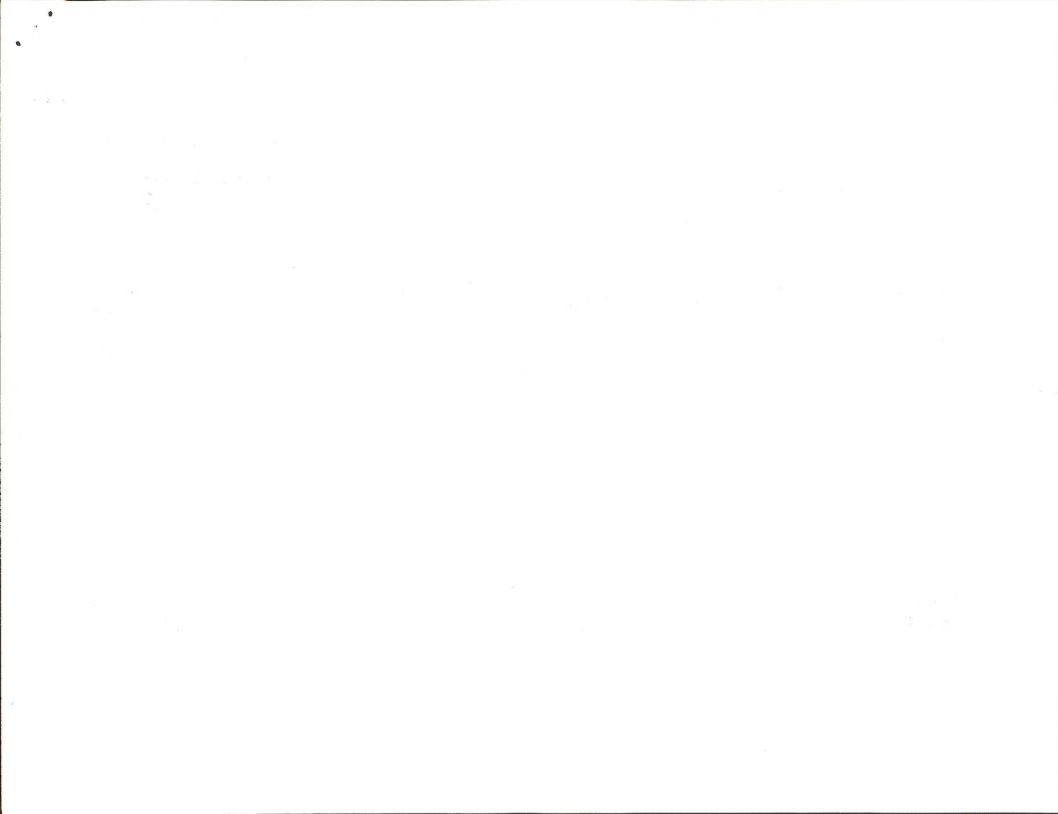
HARPERS BRIDGE ALTERNATIVE - A

MISSOULA COUNTY



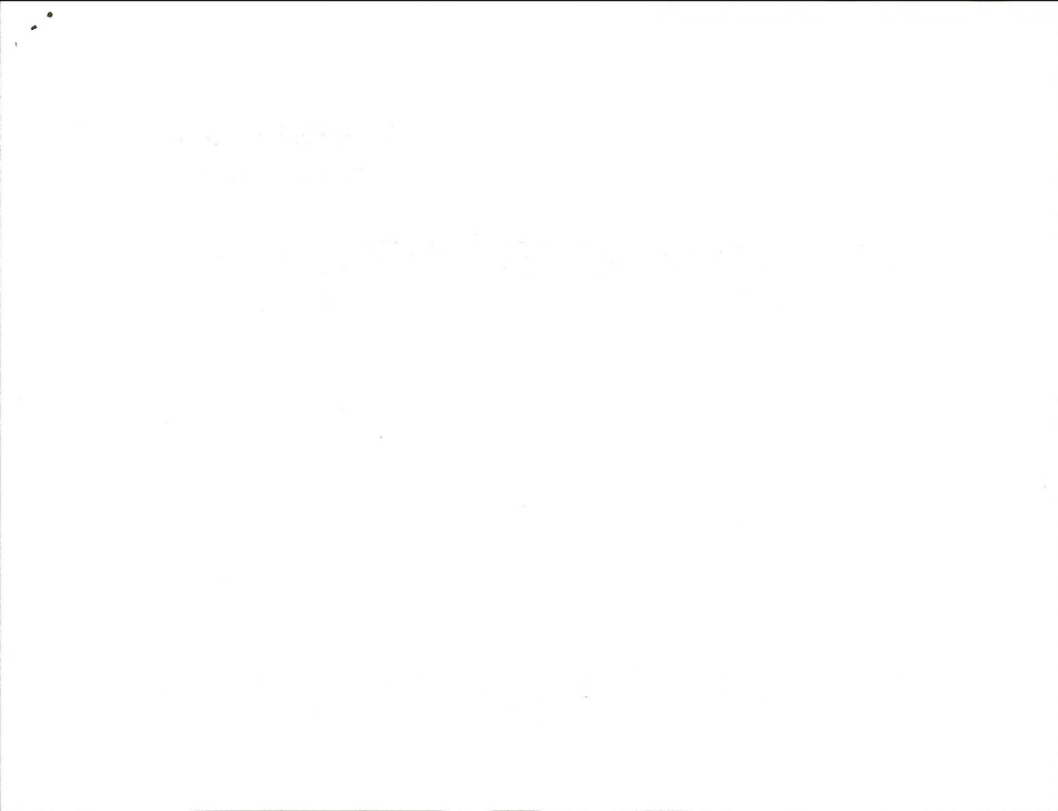
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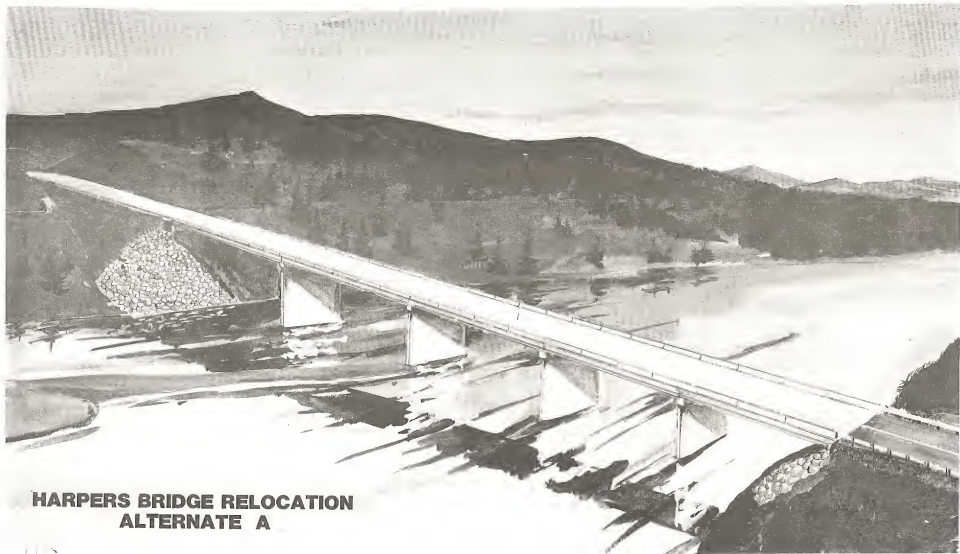




HARPERS BRIDGE ALTERNATIVE - B MISSOULA COUNTY



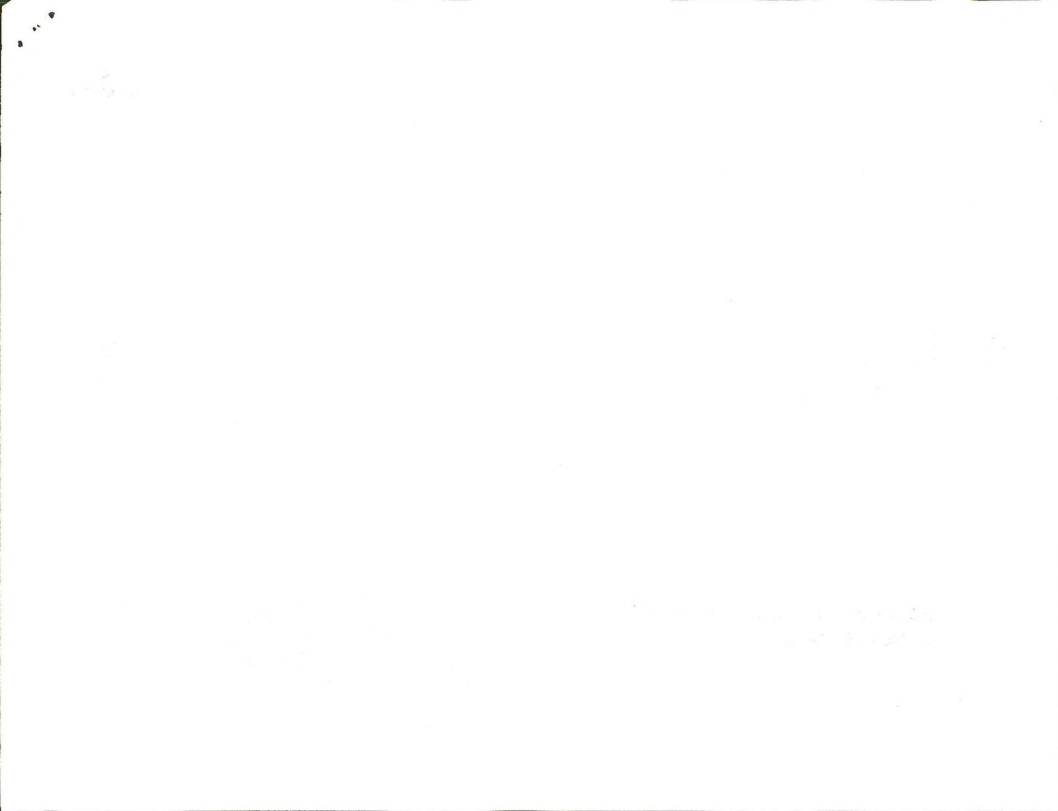


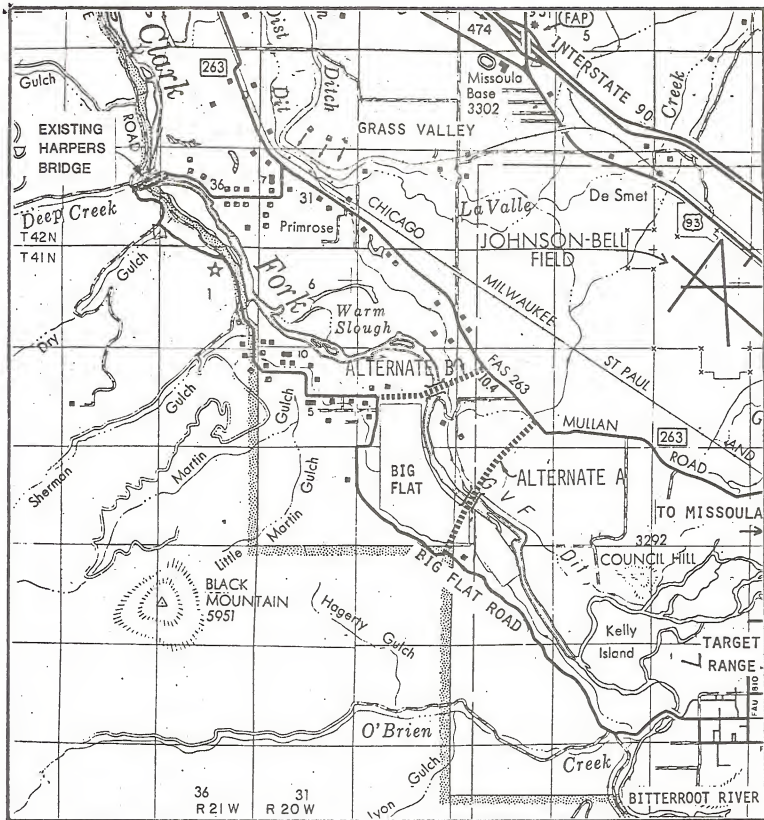


**HARPERS BRIDGE RELOCATION
ALTERNATE A**









NORTH

Figure 1
VICINITY MAP

SCALE: 1" = 1 MILE

MORRISON-MAIERLE, INC.
Consulting Engineers

Helena

Montana

